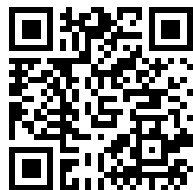


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# **MEDITERRANEAN PILOT**

## **VOL. IV**

**COMPRISING**

**THE ISLANDS OF THE GRECIAN ARCHIPELAGO  
WITH THE ADJACENT COASTS OF GREECE AND  
TURKEY FROM CAPE TAINARON ON THE WEST  
TO KARA BURUN ON THE EAST: INCLUDING  
ALSO THE ISLAND OF KRÍTÍ.**

**SEVENTH EDITION, 1941**

**WILSON  
ANNEX**



# CAUTION

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Such communication will not be necessary in cases where the pilot on board has already received this information from the local authorities.

(6) As the institution of the Examination Service will probably be unknown to vessels desiring to enter the port, especial care should be taken in approaching the ports, by day or night, to keep a sharp lookout for any vessel carrying the flags or lights mentioned in paragraph (7), and to be ready to "bring to" at once when hailed by her or warned by the firing of a gun or sound rocket.

In approaching by night any port in the British Empire, serious delay and risk will be avoided if four efficient all round lanterns, two *red* and two *white*, are kept available for use.

(7) By day the distinguishing flag of the Examination Steamer will be a special flag (white and red horizontal surrounded by a blue border).

Also, three *red* balls vertically disposed if entrance is prohibited.

Usually the Examination Steamers will fly the blue ensign, but in certain circumstances they may fly the white ensign.

By night the steamer will carry: (a) Three *red* lights vertically disposed if entrance is prohibited; (b) three *white* lights vertically disposed if entrance is permitted.

The above lights will be carried in addition to the ordinary navigation lights, and will show an unbroken light around the horizon.

(8) Merchant vessels approaching a British port, at which the Examination Service is in force, must hoist their signal letters on arriving within visual signalling distance of the port and are not to wait for the signal "What is the name of your vessel?" to be made from the Examination Steamer.

(9) Masters are warned that, before attempting to enter any port when the Examination Service is in force, they must in their own interests strictly obey all instructions given to them by the Examination Steamer.

Whilst at anchor in the Examination Anchorage, Masters are warned that it is forbidden, except for the purpose of avoiding accident, to do any of the following things, without permission from the Examination Officer:—(a) To lower any boat; (b) to communicate with the shore or other ships; (c) to move the ship; (d) to work cables; (e) to allow any person or thing to leave the ship.

(10) In case of fog, Masters of vessels are enjoined to use the utmost care, and the port should be approached with caution.

(11) When the Examination Service is in force, merchant vessels when approaching ports are especially cautioned against making use of private signals of any description, either by day or night; the use of them will render a vessel liable to be fired on.

(12) The pilots attached to the ports will be acquainted with the regulations to be followed.

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## ISH PORTS.

to Mariners No. 1  
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# NOTATIONS OF SUPPLEMENTS AND ANNUAL SUMMARIES OF NOTICES TO MARINERS RELATING TO THIS BOOK.

To be filled in by Navigating Officer.

(In Chart Dépôts the first two columns are alone to be filled up.)

Title.	Date of Publication and Number.	Whether pasted in or noted in Margins of Book, and Date of each Correction.

## CAUTION.

Attention is called to British Admiralty Notices to Mariners Nos. 1, 4 and 7, which are published annually.



## NOTICE.

**This volume should not be used without reference to the latest Supplement and Annual Summary of Notices to Mariners affecting it which may have been published.**

A Supplement to this volume will generally be published annually until the latter is again taken up for revision.

After the publication of Supplement No. 1, each succeeding supplement cancels the former.

Between the time of the volume being taken up for revision and the publication of the new edition no supplement will be issued, but early in each year a Summary of the Admiralty Notices to Mariners affecting the volume, which have been published during the preceding year. will be issued as a separate publication.

The publication of all Supplements and Summaries of Notices to Mariners is announced in Admiralty Notices to Mariners.

The latest Supplement and any Annual Summary of Notices to Mariners that has been published affecting this volume will be obtainable gratuitously by purchasers of this volume from the Agents for the sale of Admiralty charts and other Hydrographic publications, on application either personally or by letter ; in the latter case the cost of postage must be enclosed. For a list of these Agents see Admiralty Notice to Mariners No. 2, published annually.

Gt. Brit. Hydrographic Office

# MEDITERRANEAN PILOT

## VOL. IV

COMPRISING  
THE ISLANDS OF THE GRECIAN ARCHI-  
PELAGO, WITH THE ADJACENT COASTS  
OF GREECE AND TURKEY FROM CAPE  
TAİNARON ON THE WEST TO KARA BURUN  
ON THE EAST; INCLUDING ALSO THE  
ISLAND OF KRITI

SEVENTH EDITION, 1941

**ALL BEARINGS ARE TRUE**

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1941

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To face page ii.]

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## **CAUTION.**

IN THIS WORK THE BEARINGS ARE ALL TRUE, AND  
WHEN GIVEN IN DEGREES ARE RECKONED  
CLOCKWISE, FROM 000° (NORTH) TO 359°.

THE BEARINGS OF LIGHTS ARE GIVEN FROM SEAWARD.

THE LATITUDES AND LONGITUDES GIVEN IN THE  
TEXT ARE APPROXIMATE.

THE DISTANCES ARE EXPRESSED IN NAUTICAL MILES  
OF 60 TO A DEGREE OF LATITUDE.

A CABLE'S LENGTH IS ASSUMED TO BE EQUAL TO  
THE TENTH PART OF A NAUTICAL MILE.

THE DEPTHS ARE GIVEN BELOW CHART DATUM LEVEL  
WHERE NOT OTHERWISE STATED.

HEIGHTS ON THE LAND ARE GIVEN ABOVE MEAN  
LEVEL OF HIGH WATER SPRING TIDES.

FIGURES IN BRACKETS GIVEN AFTER THOSE  
DENOTING FEET, FATHOMS AND YARDS ARE  
THEIR EQUIVALENTS IN METRES.

TIME IS EXPRESSED IN THE FOUR-FIGURE NOTATION  
COMMENCING AT MIDNIGHT.

THE TERM "STEAM VESSEL" USED HEREIN IN-  
CLUDES ANY VESSEL PROPELLED BY MACHINERY.

A NAME IN BRACKETS, IMMEDIATELY FOLLOWING  
ANOTHER NAME, IS THE OBSOLETE NAME WHICH IS  
STILL SHOWN ON THE ADMIRALTY CHARTS. AS A  
GENERAL RULE, THE BRACKETTED NAME IS ONLY  
INSERTED IN THE DESCRIPTION OF THE PLACE OR  
OBJECT PREVIOUSLY BEARING THAT NAME.

WHEN SHADING IS USED TO INDICATE COLOURS OF  
FLAGS, TIDAL LIGHT SIGNALS, OR  
BEACONS, IT IS AS FOLLOWS:



Yellow.



Red.



Blue.



Green.



Black.





## ADVERTISEMENT TO THE SEVENTH EDITION

Mediterranean Pilot, Vol. IV, contains a description of the islands of the Grecian archipelago, with the adjacent coasts of Greece and Turkey from Cape Tainaron on the west to Kara burun on the east ; including the island of Kríti.

These descriptions are derived principally from the remarks accompanying the surveys conducted by Captains Copeland, Stanley, Graves, Brock, Spratt, Mansell and Learmonth, and Commander Edgell, all of the Royal Navy, extending from 1832 to 1916.

The first edition was compiled in 1882, followed by others in 1892, 1900, 1908, 1918, and 1929.

This, the seventh edition, has been prepared by Captain C. M. Gibson, O.B.E., R.N., and in it is embodied all the latest information received in the Hydrographic Department.

The names of geographical features in Greek territory have been revised with the assistance of the Permanent Committee on Geographical Names ; official names only, as a general rule, appear in the text. Names in brackets are those on the current Admiralty charts. A list of names in local use, or alternative names for the same feature, is given in Appendix V and should be consulted when conversing with natives or when otherwise necessary.

The Meteorological information has been revised by the Meteorological Office of the Air Ministry. Temperature is expressed in degrees Fahrenheit, rainfall in inches, speed in knots, and distance in nautical miles unless stated otherwise. Information received from meteorological services which do not use these units has been converted into the units mentioned above by the Meteorological Office.

Mariners and others are invited in the interests of navigation to forward to the Hydrographer of the Navy, Admiralty, London, S.W.1, any information that may come under their notice, which would be useful for the correction of the charts and other hydrographic publications issued by the British Admiralty ; *early* advice as to newly-discovered dangers, the establishment of, or changes in, any aids to navigation, is specially requested.

Copies of a form (H. 102), on which to render information, can be obtained *gratis* from the Hydrographer of the Navy, Admiralty, London, S.W.1, or from any of the agents in Great Britain and abroad, a list of whom is published, annually, in Admiralty Notice to Mariners, No. 2.

By the publication of this book the sixth edition of Mediterranean Pilot, Vol. IV, 1929, and Supplement No. 7, 1938, are cancelled, and all information affecting the work, contained in Notices to Mariners, up to and including No. 2569 of 1941, has been embodied in this volume ; for Temporary and Preliminary Notices to Mariners affecting this edition, the list of Temporary and Preliminary Notices to Mariners in force, published monthly in the weekly edition of the Admiralty Notices to Mariners, should be consulted.

J. A. EDGELL.

*Vice-Admiral,*

*Hydrographer of the Navy.*

*Hydrographic Department,  
Admiralty, London,  
1st November, 1941.*



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Greek Sailing Directions, Vols. A and B, 1938, and Vols. G and G<sup>1</sup>, 1939.

Portolano del Mediterraneo, Vol. 6°, 1932, and Supplemento No. 3, 1938.

Elenco dei Fari e Segnali da Nebbia, 1938.

Elenco dei Segnalamenti Marittimi Diurni, 1933, and Supplemento, 1936.

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# GLOSSARY OF GREEK TERMS

## OCCURRING ON THE CHARTS AND IN THE SAILING DIRECTIONS

GREEK	ENGLISH	GREEK	ENGLISH
Ákra . . .	Cape	Néos, -a, -on . . .	New
Akrópolis . . .	Citadel	Nísis . . .	Islet
Aktí . . .	Beach	Nísos . . .	Island
Áspros, -i, -on . . .	White		
Avathí . . .	Shallows	Órmos . . .	Bay
Ávlax . . .	Channel	Oros . . .	Mountain
Áyios, -a . . .	Saint		
(Agios, -a is an obsolete form of this term)		Palaiós, -á, -ón . . .	Old
Dhiávlos . . .	Strait	Pélagos . . .	Sea
Fáros . . .	Lighthouse	Pérama . . .	Ferry
Ífalos . . .	Reef	Pétrá . . .	Stone
Kástron . . .	Castle	Pírgos . . .	Tower
Kávos . . .	Cape	Pólis . . .	Town
Kefála . . .	Head	Póros,	
Khersónisos . . .	Peninsula	Porthmós . . .	Strait
Khorión . . .	Village	Potamós . . .	River
Kólpos . . .	Gulf	Potúnda . . .	Point
Komí . . .	Hamlet	Prásinos, -i, -on . . .	Green
Levkós, -í, -ón . . .	White	Skála . . .	Landing-stage, Quay
Limín . . .	Harbour	Skópelos . . .	Reef, rock
Limní . . .	Lake, marsh	Stenón . . .	Strait
Mávros, -i, -on . . .	Black	Stíli . . .	Post, beacon
Megálos, -i, -on . . .	Big	Vounó . . .	Mountain
Mégas, -áli, -a . . .	Big	(Vuno is an obsolete form of this term)	
Mikrós, -í, -ón . . .	Small	Vrákhos . . .	Rock
Monastíriou,		Xéra . . .	Reef
Moní . . .	Monastery		

## PRONUNCIATION OF TRANSLITERATED GREEK NAMES

An acute accent indicates the syllable to be stressed. A diaeresis over the second of two vowels close together indicates that both vowels are sounded, as in the English word "cooperate".

- av before vowels and voiced consonants is pronounced "av"; before unvoiced consonants it is pronounced "af".
- g before hard vowels and before all but palatal consonants is a guttural sound, absent from English, resembling the "g" in the French word "grasseye" or in the Arabic word "Ghain".
- In other cases it is pronounced like "g" in "go".
- dh is pronounced like "th" in "the".
- ev is pronounced according to the rules given for "av".
- th is pronounced like "th" in "thick".
- oi is pronounced like "i" in hit or machine.
- ou is pronounced like "oo" in "food".
- s before vowels and unvoiced consonants is pronounced like "ss" in "hiss"; before voiced consonants, it is soft like "z".
- tz is pronounced "dz".
- ch is pronounced like "ch" in "church".
- kh is a sound absent from English. Before soft vowels it is pronounced like "ch" in the German word "dich", and before hard vowels like "ch" in the German word "doch".

## GLOSSARY OF TURKISH TERMS OCCURRING ON THE CHARTS AND IN THE SAILING DIRECTIONS

TURKISH	ENGLISH	TURKISH	ENGLISH
Ada . . .	Island	Kale . . .	Castle
Ağaç . . .	Tree	Kara . . .	Black, or Land (as distinct from water)
Boğaz . . .	Strait, channel, estuary	Kırmızı . . .	Red
Burun, burnu	Point, cape, head-land, promontory	Kışla . . .	Barrack
Bük . . .	Creek	Kızıl . . .	Red
Büyük . . .	Great	Koy . . .	Bight
Çay . . .	River, stream	Körfez . . .	Bay
Çeşme . . .	Fountain	Köy . . .	Village
Çiftlik . . .	Farm	Kule . . .	Tower
Dağ . . .	Mountain	Küçük . . .	Small
Değirmen . . .	Mill	Kum . . .	Sand
Deniz . . .	Sea	Liman . . .	Bay, harbour
Dere . . .	Valley, stream	Nehir, nehri.	River
Fener . . .	Lighthouse, lantern	Sancak . . .	Flag, or District
Göl . . .	Lake	Sarı . . .	Yellow
İç . . .	Inner	Sarp . . .	Cliff
İskele . . .	Landing-place	Şehir . . .	City, town
Kaba kum . . .	Gravel	Şimal . . .	North
		Taşlık . . .	Stony
		Tepe . . .	Hill, peak
		Tuz . . .	Salt
		Yeni . . .	New

## NOTES

1. Turkish words are frequently modified by suffixing particles :

PARTICLE	SIGNIFICATION	EXAMPLE
ler, lar . .	Plural	Ada, island ; adalar, islands
i, ı, ü, u . .	Attributive	İskele, quay and Papas, priest ; Papas iskelesi, priest's quay
lı, ılı, lü, lu .	(1) with (2) of the place	Tuz, salt ; tuzlu, salty
ci, ıcı, cü, cu	Actor, doer	Gemi, ship ; gemici, sailor
lik, lık . .	(1) purpose (2) abundance	Gemici, sailor ; gemicilik, seamanship, or navigation

2. The Turkish nouns " ada ", an island, and " burun ", a point, are used when they are preceded by an adjective, for instance, Ak burun, Kara ada ; when preceded by a noun, the Turkish words " adası " and " burnu " are used, for instance, Fener adası, Sancak burnu.

3. Pronunciation :

In Turkish	a	is pronounced as	" a " in hart
	â	"	" a " in cat
	c	"	" j " in jack
	ç	"	" ch " in chest
	e	"	" e " in elf
	ğ	"	second " g " in Dogger (with a, o, ı, u)
	i	"	" y " in you (with e, ö, ı, ü)
	ı	"	" e " in eel
	j	"	" u " in furl
	o	"	" z " in azure
	ö	"	" o " in hold
	ş	"	" ea " in earth
	u	"	" sh " in ship
	ü	"	" oo " in ooze
		"	" e " in yew

All other letters are pronounced as in English.

# GLOSSARY OF ITALIAN TERMS OCCURRING ON THE CHARTS AND IN THE SAILING DIRECTIONS

ITALIAN	ENGLISH	ITALIAN	ENGLISH
Baia . . .	Bay	Maestro . .	North-west
Banco, banchi	Bank, banks	Marina . .	Beach
Bassofondo .	Shoal, shallow	Monte. . .	Mountain, hill
Bianca . . .	White		
		Nuovo . . .	New
Cala, calanca.	Creek or little bay		
Canale . . .	Canal, channel	Porto . . .	Port, harbour
Capo . . . .	Cape, headland	Punta . . .	Point
Castel, castello	Castle		
		Riva . . . .	Coast, bank
Fondo. . . .	Bottom		
		Sabbia . . .	Sand
Golfo . . . .	Gulf, bay	Salina . . .	Salt-water lagoon
Grande . . . .	Great	Santo . . . .	Holy, sacred
Greco . . . .	North-east	Scirocco . .	South-east
		Scoglio . . .	Rock, reef
Isola . . . .	Island	Scogliera . .	Ridge of rocks
Isolotto . . .	Islet	Secca . . . .	Shoal, sandbank
		Segnale . . .	Signal, mark
Levante . . .	East	Seno . . . .	Small bay, creek
		Stretto . . .	Strait

## SYSTEM OF ORTHOGRAPHY

The following rules for the spelling of geographical names (termed the R.G.S. II system) have been adopted for British official use, and the names in Admiralty Hydrographic publications will be rendered in accordance with these rules as opportunity occurs.

In new editions of the various volumes of sailing directions names are, generally speaking, given in accordance with these rules, but where the name on the chart shows an older rendering of a name, such chart name is given in brackets after the new rendering and will also be given in the Index.

The rules for spelling in the R.G.S. II system are as follows:—

- (1) The spelling of every place-name in an independent country or self-governing dominion using the Roman alphabet (including "Roman" alphabets containing extra or modified letters, such as Czesch, Serb-Croat, Polish, Romanian, etc.) shall be that adopted by the country or dominion, except in the case in which certain important localities have also in addition to the official name, another customary name, notably different, in which case the name customary in British use (i.e. "conventional") may be adopted (e.g. Geneva, Warsaw, etc. for Genève, Warszawa, etc.).
- (2) In colonial possessions the spelling of such place-names as belong to languages coming under Rule (1) will be spelt in accordance with that Rule; but native names (African, Oceanic, etc.) come under Rule (4).
- (3) The accents and diacritical marks in official use by the above countries will be retained. Wherever it appears desirable, the pronunciation will be shown by giving the name as transliterated on the system below.
- (4) All other place-names throughout the world will (with the exception of "Conventional" names and some others) be spelled in general accordance with the following system.

The broad features of this system are—

- (a) That vowels are pronounced as in Italian and consonants as in English:
- (b) That every letter is pronounced, and no redundant letters are used.

This system aims at giving a close approximation to the *local* pronunciation; but it is recognised that in some languages notably Russian, Greek, and Arabic, the necessity for letter-for-letter transliteration often renders this impossible.



## TABLE OF SPELLING AND PRONUNCIATION R.G.S. II.

<b>a</b>	The long and short Italian vowels, as in <i>lādā</i> ..	Somāli; Ravennā.*
<b>ā</b>	Between <i>a</i> in <i>fat</i> and <i>e</i> in <i>eh</i> ?; chiefly in Teutonic and Finno-Ugrian languages .. .. .	Mähring; Pärnu.
<b>ai</b>	The two Italian vowels, frequently diphthongal, as in <i>aīse</i> ; but pronounced <i>ā</i> in Greek names ..	Wadai; Shanghai.
<b>au</b>	The two Italian vowels; frequently diphthongal; almost as <i>ou</i> in <i>out</i> .. .. .	Sakan; Bauchi.
<b>aw</b>	When followed by a consonant, or when terminal, as in <i>awl</i> , <i>law</i> .. .. .	Dawna; Saginaw.
<b>b</b>	As in English.	
<b>c</b>	Not to be used, but always replaced by <i>h</i> or <i>s</i> ; except in the compound <i>ch</i> , and in many conventionally-spelt words, as .. .. .	Kandahar; Serang. Calcutta; Célēbes.
<b>ch</b>	As in <i>church</i> ; never <i>tch</i> or <i>tsch</i> for this sound ..	Chad; Kerch.
<b>d†</b>	As in English.	
<b>dh</b>	Soft <i>th</i> as in <i>they</i> ; a slight <i>d</i> sound sometimes preceding it in Semitic languages .. ..	Hadhramaut; Riyadh
<b>e</b>	Long as in <i>eh</i> ? short as in <i>bet</i> . (For the <i>e</i> sound in the French <i>je</i> , see note at end on the "neutral vowel.") .. .. .	Gēlo; Mafeking.*
<b>(ee)</b>	Used for <i>i</i> ( <i>q.v.</i> ) only in a few conventional names	Darjeeling; Keelung.
<b>ei</b>	The two Italian vowels, frequently diphthongal as in <i>rein</i> , but pronounced <i>i</i> in Greek names ..	Beirut; Raheita.
<b>(eu)</b>	Not used as a single sound.	
<b>f</b>	As in English; <i>ph</i> must not be used for this sound	Mustata; Maidan-i-Naftun.
<b>g</b>	Hard, as in <i>get</i> , <i>gift</i> : never as in <i>gem</i> , <i>gin</i> ..	Gedáref; Gilgit.
<b>gh</b>	Soft guttural, the Arabic <i>ghain</i> .. .. .	Ghadames; Baghdad.
<b>h</b>	Used only when sounded; or in the compounds <i>ch</i> , <i>dh</i> , <i>gh</i> , <i>kh</i> , <i>sh</i> , <i>th</i> , <i>zh</i> .. .. .	Ahmadabad; Abdullah.
<b>i</b>	Long as in <i>marine</i> ; short as in <i>piano</i> .. ..	Fiji; Kibonde.*
<b>j</b>	As in English; except in transcription of Chinese, where it equals <i>zh</i> , or the French <i>j</i> .. ..	Juba, Ujiji (Eng. <i>j</i> ); but Jaoping (Fr. <i>j</i> ).
<b>k</b>	As in English; hard <i>c</i> should never be used (except in conventionally-spelt words)—thus, not <i>Corea</i> , <i>Cabul</i> , but .. .. .	Korea; Kabul.
<b>kh</b>	Hard aspirated guttural, as in the Scottish <i>loch</i> (not as in <i>lock</i> ) .. .. .	Khan; Sebkhā.
<b>l†</b> <b>m†</b> <b>n†</b>	} As in English.	

\*The long and short symbols given here are merely for explanation, not for use.

†See note at end on *Liquid Sounds*.

- ng** Has three separate sounds, as in *vanguard*, *finger*, and *singer*. If necessary to distinguish, a hyphen may be placed, as in *van-guard*, *singer*-. . . In-galla; Bongo; Ng-ami; Tong-a.
- ngg** May be used for the sound of *ng* as in *finger* . . . Trengganu; Yanggang-a.
- o** Long as in *both*¶: short as in *rotund* . . . Kigōma; Hōnōlulu.\*
- ō** As in German; equals the French *ou* in *peu*; or nearly the English sound in *fur* . . . Barkōl.
- (oo)** Used for *u* (*q.v.*) only in a few conventional names, chiefly Indian and Chinese . . . Poona; Foochow.
- oi** The two Italian vowels; frequently diphthongal as in *oil*, but pronounced like *i* in *fit* in Greek names . . . Hanoi.
- ōi** The diphthong as in French *œil* and Norwegian *høi* . . . Hōiland.
- ou** Dissyllabic, and not as French or English *ou*, except in Greek names where it has the French value . . . Zlatoust; Yaroua.
- ow** Used as a diphthongal combination of *ō* and *ū* only in the romanisation of Chinese . . . Hankow.
- p** As in English.
- ph** As in *loophole*; not to be used for the *f*-sound, except conventionally . . . Chemulpho; Haiphong.
- q** Represents *only* the Arabic *qaf* and the Hebrew *qof*; i.e. a guttural *k* (as a rule) . . . Qena; Qiryath.
- qu** Should never be employed to represent the sound of *kw*; thus, not Namaqua, Quorra, but . . . Namakwa; Kworra.
- r** As in English; should be distinctly pronounced.
- s†** As English *ss* in *boss*, not as in *these* or *pleasure* . . . Burgos; Masikesi.
- sch** As in *discharge* . . . Ruschuk.
- sh**  
**t†** } As in English.
- th** Hard *th* as in *thick*, not as in *this* (except conventionally in Fijian) . . . 'Athlith; Thingvellir.
- u** Long as in *rude*, or as *oo* in *boot*; short as in *pull* . . . Zōlū; Rūanda.\*
- ū** As in German: equals the French *u*, as in *tu* (Fr.) . . . Ūskudar.
- v**  
**w**  
**x** } As in English.
- y** Always a consonant, as in *yard*; it should not be used as a terminal vowel, *e* or *i* being substituted; e.g. not Kwaly or Wady, but . . . Kikuyu; Maya. Kwale; Wadi.
- z** As in *gaze*, not as in *asure*.
- zh** As the *s* in *treasure*, the *z* in *asure*, or the French *j* in *je*; but for the sound in Chinese use *j* (*vide* note about under *j*) . . . Zhob.

\*The long and short symbols given here are merely for explanation, not for use.  
†See note at end on *Liquid sounds*.

¶The true Italian *ō* is broader than this; almost as in *broth* (=R.G.S. II *aw*). The letter *o* is conventionally used for this sound in certain names in Nigeria, Tonga, etc.: e.g. Oyo, Fofoa.

NOTES.

The doubling of a vowel or a consonant is only necessary when there is a distinct repetition of the single sound, and should otherwise be avoided .. .. Nuusafee ; Moorea ; Jidda ; Muhammad.

Accents should not generally be employed ; but in order to indicate or emphasize the stress, an acute accent may be used .. .. Saráwak ; Qántara ; Tong-atábu ; Paraná

A long or short mark over a vowel (e.g. *ā*, *ō*) should only be used (and that sparingly) when without it there would be danger of mispronunciation .. Kūt ; Kyōto ; Abōso.

Hyphens will not be used except to indicate pronunciation and with the particle *-i-* (in Persian, Fijian, etc.) .. .. Ta-if ; Pusht-i-Kuh ; Nuku-i-Ra.

**Inverted comma and apostrophe.**—The inverted comma ' is employed only to represent the Arabic *'ain*, the Maltese *'ghain*, and the Hebrew *'ayin*. The apostrophe ' in foreign words indicates a liquid sound (*see* below).

**Liquid sounds.**—The occasional "liquid" or "palatalised" sound of *d*, *l*, *n*, *s*, *t*, etc. (as in *d'you*, *lure*, *hew*, *pursue*, etc.) is as a rule sufficiently represented by the following *y* ; where, however, owing to a following consonant, or to the letter in question coming at the end of a word, the *y* is inapplicable, the liquid sound will be represented by an apostrophe, thus : *d'*, *l'*, *n'*, *s'*, *t'*, etc.

**The "Neutral vowel."**—The "indeterminate" or "neutral" vowel sound (*er*), i.e. the sound of *a* in *marine*, *e* in *often*, *i* in *stir*, *io* in *nation*, *o* in *connect*, *ou* in *curious*, *u* in *difficult*, etc., *e* in French *je*, or the often unwritten vowel (*Fai-ha*) in Arabic, etc., is represented as a rule by *a* : as in Basra, Hawiya ; but sometimes by *e*, when the sound approximates more to *e* than to *a* ; as Meshed, El Gezira.

The sound must not be confused with *e-mute*, where the *e* is not sounded at all: as in Abbeville.

**Nasal vowels.**—In illustrating the pronunciation of French, Portuguese, Polish, etc., nasal vowels, the nasalisation will be represented by italic *n* ; as *Częstochowa* pr. *Chānstokhóva*.

**Note.**—The Royal Geographical Society has published a book entitled "Alphabets of Foreign Languages transcribed into English according to the R.G.S. II system." This book enables the correct rendering of names to be obtained, also of names in languages which are transliterated letter for letter.

# INFORMATION RELATING TO ADMIRALTY CHARTS AND PUBLICATIONS, AND GENERAL NAVIGATION.

## ON THE CORRECTION OF ADMIRALTY CHARTS.

**Guides to Navigation.**—In addition to the charts, the navigational publications which are primarily affected by the continual changes and alterations that take place are the Admiralty Sailing Directions, the Admiralty List of Lights, Fog Signals and Visual Time Signals, and the Admiralty List of Radio Signals. The Admiralty Notices to Mariners contain information mainly for the correction of the charts and navigational publications. 5

### CHARTS.

**1. Degree of Reliance.**—While the Admiralty charts can 10 be relied upon to be correct for all information received, it should be clearly understood that the value of a chart depends on the character of the original survey and on the completeness of the reports of subsequent changes. The remarks on "The Use of Charts as Navigational Aids, &c.", which are subjoined should be carefully 15 studied in this connection.

**2. System of Dating and Issue of Corrected Copies.**—Admiralty charts after first publication, are kept corrected by means of new editions, large corrections, and small corrections. Copies of charts issued by the Chief Superintendent of Hydrographic Supplies, 20 Admiralty Chart Agents or Admiralty Chart Depôts are corrected, except from temporary and preliminary Notices to Mariners, for all navigational information to the date of issue.

*New charts.*—The date of publication of a chart is shown outside the bottom margin, in the middle, e.g. :— 25

Published at the Admiralty 30th May, 1938.

*New Editions.*—When a chart is revised throughout and modernised in style a new edition is published, the date being shown outside the bottom margin and to the right of the date of publication, e.g. :—

*New Edition 2nd Jan., 1938.* 30

All large and small corrections notations are at the same time erased, and all old copies of the charts are cancelled.

*Large Corrections.*—When a chart is corrected from important information which is too comprehensive to promulgate by Admiralty Notice to Mariners or to insert conveniently by hand on existing 35 copies, but when the chart is not revised throughout, the date on which these corrections are made is shown on the chart outside the bottom margin and to the right of the date of publication, and in the case of a chart already marked with a new edition date, below such date, e.g. :— 40

*Large corrections 10th Feb., 1938.*

All small corrections notations are at the same time erased, and all copies of the chart are cancelled.

*Small Corrections.*—

- (i) When a chart is corrected from the information promulgated in an Admiralty Notice to Mariners (except temporary and preliminary Notices), the year, if not already shown, and number of the notice are entered in the bottom left-hand corner of the chart, e.g. :—

*Small corrections 1938-903.*

Copies of the chart stocked by the Chief Superintendent of Hydrographic Supplies, Admiralty Chart Agents and the Admiralty Chart Depôts are corrected by hand from such information.

- (ii) When a chart is corrected from information which is considered of no importance from the standpoint of safe navigation, and which is, therefore, not promulgated in an Admiralty Notice to Mariners, the year, if not already shown, and date of the correction are entered on the chart, in one of two ways, in the bottom left-hand corner below the margin and in sequence with the notations referred to in the preceding paragraph, e.g. :—

*Small corrections, 1938—*5.20*—*

*or Small corrections 1938—(VI.25)*

These indicate that the chart received minor corrections on the 20th May or 25th June, respectively.

In such cases copies of the chart held by ships and establishments are not usually replaced by new copies, but in exceptional cases, e.g., when new compasses are inserted, new copies of the charts may be supplied. It should, however, be particularly noted that the absence of corrections represented by square or bracket dates from a chart does not invalidate it for navigation.

**3. Correction of Charts in Ships.**—All small but important corrections affecting navigation that can be made to the charts by hand are promulgated in Admiralty Notices to Mariners and, with the exception of corrections from temporary or preliminary Notices, should at once be neatly made in waterproof red ink on the charts affected, the year (if not already shown) and numbers of the notices being inserted, also in waterproof red ink, in the bottom left-hand corner of the chart. The recognised abbreviations shown on Admiralty chart No. 5011 ("Signs and abbreviations used on Admiralty Charts") should be used.

Generally speaking, the amount of information which should be inserted on a chart should be in accordance with that already shown.

*On large scale charts*, the abridged descriptions, as shown on chart No. 5011, of all details of all lights, light-buoys and fog signals, and the year dates of obstructions, reported shoals, dredged channels, depth on bars or in shifting channels, and irregularities of lights, should be inserted.

*On coastal charts*, the abridged descriptions of only the principal lights and fog-signals, i.e., those to assist in approaching or making the land, should be inserted.



Particulars of such lights should be omitted, in the following order, as the scale of the chart decreases, viz. :—

- (i) Elevation, (ii) Period, (iii), Number in Group, and (iv) Visibility.

Particulars of fog signals should be inserted in their appropriate positions if space permits, but should otherwise be entered in a tabulated list under the title or some other convenient place on the chart.

Inner harbour light-buoys and beacons should not be inserted on coastal charts, and against other light-buoys only the character of the light should be inserted.

*On ocean charts*, lights which are visible 15 miles or over should alone be inserted and then only their character and colour.

*On all charts*, writing should be inserted as much as possible clear of the water, unless the relative objects are on the water and care should be taken not to obliterate any information already on the chart. When cautionary or tidal notes, &c., are inserted, they should be written in a convenient but *conspicuous* place, preferably near the title, where they will not interfere with other details.

Erasures should never be made but the details should, when necessary, be crossed through in waterproof red ink.

Admiralty Notices to Mariners are occasionally accompanied by reproductions of portions of charts (known as “blocks”), and when correcting charts from such blocks the following points should be borne in mind :—

- (i) A block may not only indicate the insertion of new information, *but also the omission of matter previously shown*. The latter would, however, invariably be mentioned in the text of the Notice, and the fact that a block accompanies a Notice should not cause the text of the Notice to be disregarded.
- (ii) The limiting lines of a block are determined for convenience of reproduction and need not be adhered to when cutting out for pasting on the chart, provided that the point mentioned in the preceding paragraph is taken into consideration.
- (iii) The new information shown on a block can sometimes be inserted on the chart by hand, the reason for issuing a block in such a case being to avoid a long description of the new information in the text of the Notice.
- (iv) Owing to distortion the blocks do not always fit the charts exactly, care should therefore be taken when pasting a block on to a chart that the more important navigational corrections fit as closely as possible. This can best be assured by fitting the block while it is dry and making two or three pencil ticks round the edges for use as fitting marks after the paste is applied.

Corrections from Temporary or Preliminary Notices to Mariners should be inserted on the charts *in pencil* and the year and number of the notice should be shown against them, e.g. :—N.M. 1743 temp. and also in the bottom left-hand corner of the chart, in pencil, *below* the small corrections notations (*see above*). Temporary corrections should be rubbed out when the notice is received cancelling them, but preliminary corrections should be inked in when the notice is received reporting that the changes have been made.

Charts stocked by the Chief Superintendent of Hydrographic Supplies, Admiralty Chart Agents and the Admiralty Chart Depôts are *not* corrected from Temporary or Preliminary Notices to Mariners, and when charts are received from one of these sources they should be  
5 corrected in pencil as necessary from the copies of such Notices already held, or from those supplied with the charts.

Corrections from Radio Navigational Warnings concerning derelicts and drifting obstructions, the temporary extinction of lights, displacement of important aids to navigation, ice reports &c., should  
10 also be noted *in pencil*, as received, on the charts affected. Radio Navigational Warnings of a permanent nature and those relating to derelicts and drifting obstructions dangerous to navigation are re-issued in the form of Admiralty Notices to Mariners, but other warnings are not re-issued in this way, except in special circumstances.

15 Corrections from information received from authorities other than the Admiralty should be noted, *in pencil*, on the charts affected, but no charted danger is to be expunged without the authority of the Hydrographer of the Navy.

## NAVIGATIONAL PUBLICATIONS.

### 20 Admiralty Sailing Directions, Supplements, &c.

1. The Admiralty Sailing Directions, consisting of about 70 volumes for the whole world, contain general information useful to the navigator.

An index chart bound near the beginning of each volume shows the area dealt with and the serial numbers and limits of all Admiralty  
25 charts for the area which were published *when the volume was printed*.

Each volume is periodically revised throughout, and, in the intervals between the publication of new editions, Admiralty Notices to Mariners and Supplements are published to enable the volume to be corrected. It should, however, be clearly understood that Sailing Directions cannot  
30 be correct in all minor details after the date of the latest Supplement.

The above-mentioned corrections are not made in the Sailing Directions stocked by the Chief Superintendent of Hydrographic Supplies, Admiralty Chart Agents or the Admiralty Chart Depôts.

A new edition of each volume of Sailing Directions is published at  
35 intervals of approximately from ten to twelve years. The number of the latest Admiralty Notice to Mariners used in its compilation is given in the "Advertisement" on page iii of each volume, and the numbers of the Notices affecting it between the dates of going to press and issue to ships and establishments are given in the Notice  
40 announcing its publication, to enable the new edition to be corrected before being brought into use.

A Supplement to each volume is generally published annually, each succeeding Supplement cancelling the former. When a volume is taken up for revision, however, no further Supplement to that edition  
45 is issued, but subsequent Notices to Mariners affecting it are summarised each year and issued as a separate publication, until the new edition of the volume is published.

A tabular form for notation of the existence of Supplements and Summaries of Notices is printed on the front fly-leaf of all Sailing  
50 Directions, and these notations are made as necessary in all copies issued by the Chief Superintendent of Hydrographic Supplies and the Admiralty Chart Depôts.

Supplements and Summaries of Admiralty Notices to Mariners

should be retained intact. *Whenever reference is made to Sailing Directions, the Supplement must be consulted.* The existence of a Supplement or Summary of Admiralty Notices to Mariners is to be entered in the tabular form inside the cover of the Sailing Directions.

Admiralty Notices to Mariners affecting Sailing Directions *are not* to be cut up and pasted in, but the book is to be annotated in the margin, or corrected in manuscript, as convenient. 5

**2. The Admiralty List of Lights, Fog Signals and Visual Time Signals.**—The Admiralty List of Lights, Fog Signals and Visual Time Signals for the world is issued in twelve parts divided 10 geographically as shown on the index chart at the beginning of each part.

Light-buoys are *not* included in the list.

The parts are published at intervals of three years, corrected to the 31st December, and in the intervals, Supplements to each 15 part, embodying all corrections to the 31st December, are published annually, the second Supplement in each case cancelling the first. Important amendments to the Admiralty List of Lights are notified in Admiralty Notices to Mariners, and minor amendments in Section III of the complete weekly editions of these Notices. (Section III also 20 includes the important amendments.)

The List should be corrected for amendments published in Section III of the complete weekly edition of the Admiralty Notices to Mariners, in red ink.

Temporary and Preliminary Notices should be noted *in pencil*. 25

These corrections are not made, however, in copies of the List of Lights, &c., stocked by the Chief Superintendent of Hydrographic Supplies, Admiralty Chart Agents or the Admiralty Chart Depôts, and copies received from these sources shall accordingly be corrected from the Supplements (if any) and weekly editions of the Notices before being 30 brought into use.

**3. The Admiralty List of Radio Signals.**—The Admiralty List of Radio Signals is issued in three volumes.

Volume I.—Communications—Comprises particulars of radiotelegraph coast stations, together with general regulations; it also includes 35 such subsidiary services as medical advice supplied by radio, together with details of the organisation for transmitting British official messages to merchant ships.

Volume II.—Navigational Aids—Comprises particulars of services from direction-finding stations and radiobeacons, together with 40 radio time signals and navigational warnings (with ice signals); all relevant codes and regulations will be found in this volume.

Volume III.—Meteorological Services—Comprises particulars of weather services provided for the use of shipping (including numerous aviation services of interest to mariners), together with relevant 45 codes and lists of meteorological observation stations and aviation routes.

New editions of each volume will be published annually.

A Supplement of each volume is also issued. The Supplement to Volume I contains corrections between the date of the volume 50 going to press and the 31st of December. The Supplements to Volumes II and III embody all corrections issued between the date of going to press and the date of their issue to Ships and Establishments.

Importation amendments to the List are notified in the Admiralty Notices to Mariners, and minor amendments in Section IV of the 55

complete weekly edition of these Notices. Section IV. also includes the important amendments.

Copies of the List stocked by the Chief Superintendent of Hydrographic Supplies, Admiralty Chart Agents or the Admiralty Chart Depôts are not kept corrected, and Lists received from these sources should accordingly be corrected from the Supplements and from the weekly editions of the Admiralty Notices to Mariners before being brought into use.

4. **The Admiralty Tide Tables.**—The Admiralty Tide Tables are published in three parts, as follows :

Part I, containing tidal predictions for Standard ports. This Part is published annually in two separate Sections, A, Home Waters, and B, Foreign Waters.

Part II, containing data for predicting tides at places which are not Standard ports, and for predicting tidal streams at places where the stream is not semi-diurnal. This Part is published at intervals of about five years with Supplements as required.

Part III, containing instructions for predicting tides and tidal streams, and for analysing observations of tides and tidal streams, with tables to assist prediction and analysis.

#### THE USE OF CHARTS AS NAVIGATIONAL AIDS AND GENERAL REMARKS RELATING TO PRACTICAL NAVIGATION.

*Reliance on a chart.*—The value of a chart must manifestly depend upon the accuracy of the survey on which it is based, and this becomes more important the larger the scale of the chart.

To estimate this the date of the survey, which is always given in the title, is a good guide. Besides the changes that, in waters where sand or mud prevails, may have taken place since the date of the survey, the earlier surveys were mostly made under circumstances that precluded great accuracy of detail, and, until a plan founded on such a survey is tested, it should be regarded with caution. It may, indeed, be said that, except in well-frequented harbours and their approaches, no surveys yet made have been so minute in their examination of the bottom as to make it certain that all dangers have been found. The fullness or scantiness of the soundings is another method of estimating the completeness of a chart. When the soundings are sparse or unevenly distributed, it may be taken for granted that the survey was not in great detail.

It appears to be insufficiently realised that the degree of reliance which may reasonably be placed upon an Admiralty chart, even in surveys of modern date, is mainly dependent on the scale on which the survey was made. The scale for publication is now generally that of the original survey, except in the case of coast sheets which are sometimes reduced. It should not, therefore be assumed that the original survey was made on a larger scale than that published.

It must be borne in mind that the principal method of ascertaining the inequality of the bottom of the sea is by the laborious process of sounding, and that in sounding over any area, the boat or vessel obtaining the soundings is kept on given lines ; that each time the lead descends, or a sonic sounding is taken, the depth over only a small area is obtained, in the case of the lead, it has a diameter of only a few inches, and that consequently each line of soundings, though miles in length, is only to be considered as representing a narrow width.

Surveys are not made on uniform scales, but each survey is made on a scale commensurate with its apparent importance. For instance, a general survey of a coast, which vessels only pass in proceeding from one place to another is not usually made on a scale larger than one inch to the nautical mile, while surveys of areas where vessels are likely to anchor, are made on a scale of three inches to the mile, and surveys of frequented ports or harbours likely to be used by fleets, on a scale of from six inches to ten inches to the nautical mile.

Close examination by sound is the only method by which surveys on a large scale can be made, and in view of the vast mileage of surveys yet requiring completion in the interests of navigation, it would be a waste of time to undertake large scale coast surveys.

The scale on which a survey is to be conducted having been settled, it is manifestly superfluous to obtain more lines of soundings than can be represented on the paper. 100 soundings, which is the maximum number that can be placed with clearness on every square inch of paper, means that on a scale of one inch to the mile each sounding on the chart occupies an area representing eight acres of actual ground, whilst on a scale of six inches to the mile each sounding represents an area of a little less than a quarter of an acre, i.e., of 100 feet square.

The following diagram represents as many soundings as can be placed legibly on a square inch of paper :—

16	15	18	13	19	14	12	11	10	9
14	15	14	14	13	13	12	11	9	8
15	15	14	17	16	14	13	10	10	9
16	16	17	16	16	12	11	9	9	10
16	17	16	12	9	7	7	7	9	10
19	16	12	9	5	4	5	6	8	9
22	19	16	10	3	5	6	7	8	10
20	16	12	7	5	6	6	7	8	10
18	15	11	9	7	7	7	8	10	11
20	17	14	11	12	10	9	10	11	13

Little assistance in detecting excrescences on the bottom is afforded by the eye, when sounding in a boat, even in clear weather, on account of the observer being within five feet of the surface; none in turbid seas. If, therefore, there is no inequality in the soundings to cause suspicion, a shoal patch between two lines may occasionally escape detection.

Lines of soundings plotted as close as may be practicable on a scale of 6 inches to the mile would be 100 feet apart, and each line would be only 2 inches in actual width.

Thus, in a chart on a scale of one inch to the mile, an inequality of some acres in extent rising close to the surface, if it happened to be situated between two lines, might escape detection; whilst in a chart on a scale of 6 inches, inequalities as large as battleships, if lying parallel with, and between the lines of soundings, might exist without detection if they rose abruptly from an otherwise even bottom.

General coast charts should not, therefore, be looked upon as infallible, and a rocky shore should on no account be approached within the ten-fathom contour line, without taking every precaution to avoid a possible danger; and even with surveys of harbours on a scale of 6 inches to the mile vessels should avoid, if possible, passing over charted inequalities in the ground, as some isolated rocks are so sharp that the lead may not find the highest part.



Better results can, however, be obtained by sonic sounding owing to the rapidity with which such soundings can be taken, but even this method will not find rocks unless the boat or vessel be directly over them.

- 5    Blanks spaces among soundings mean that no soundings have been obtained in these spots. When the surrounding soundings are deep it may with fairness be assumed that in the blanks the water is also deep; but when they are shallow, or it can be seen from the rest of the chart that reefs or banks are present, such blanks should be  
10 regarded with suspicion.

Soundings in hair line, which are shown on the latest charts in upright figures, and on other charts in sloping figures, indicate that such soundings have been taken from smaller scale charts, an unreliable source, or adapted from old and imperfect surveys.

- 15    *Fathom lines a caution.*—Except in plans of harbours that have been surveyed in detail, the six-fathom line on most Admiralty charts is to be considered as a caution or danger line against unnecessarily approaching the shore or bank within that line, on account of the possibility of the existence of undiscovered inequalities of the bottom,  
20 which nothing but an elaborate detailed survey could reveal. In general surveys of coasts or of little frequented anchorages, the necessities of navigation do not demand the great expenditure of time required for such a detailed survey. It is not contemplated that ships will approach the shore in such localities without taking special  
25 precautions.

The ten-fathom line, is on rocky shores, as before mentioned, another warning, especially for ships of deep draught.

- Charts on which no fathom lines are marked must be especially regarded with caution, as it generally means that soundings were  
30 too scanty and the bottom too uneven to enable them to be drawn with accuracy.

Isolated soundings, shoaler than surrounding depths, should always be avoided as there is no knowing how closely the spot may have been examined.

- 35    *Chart on largest scale always to be used.*—It sometimes happens that from press of work, only the copper plate of the larger scale chart of a particular locality can at once receive any extensive re-arrangement of coastline or sounding. This is an additional reason, besides the obvious one of the greater detail shown, why this largest scale chart  
40 should always be used for navigating.

- Caution in using small scale charts.*—In approaching the land or dangerous banks, regard must always be had to the scale of the chart used. A small error in laying down a position means only yards on a large-scale chart, whereas on a small scale the same amount of displacement means large fractions of a mile.  
45

- For the same reason bearings to near objects should be used in preference to objects farther off, although the latter may be more prominent, as a small error in bearing or in laying it down on the chart has a greater effect in misplacing the position the longer the  
50 line to be drawn.

- Graduation.*—All plans are now being graduated in skeleton style before publication in order to facilitate easy reference to astronomical positions; previously published plans are also graduated as opportunity offers. The graduation is, however, of necessity  
55 often based upon imperfect information of a conflicting nature; for this reason, whenever an astronomical position is quoted other

than approximate (i.e., when seconds are given), it is necessary to quote also the number of the particular chart from which the position has been derived.

In this connection it is pointed out that, whenever possible, a position should be transferred from one chart to another by bearing and distance from a distinguishing feature common to both, such as a point of land or a light, &c., and not by the graduation which may differ owing to one of the charts being constructed on later and more complete astronomical data than the other.

*Distortion of printed charts.*—The paper on which charts are printed is, from various causes, subject to distortion, but the effect of this is seldom sufficient to affect navigation. It must not, however, be expected that accurate series of angles taken to different points will always exactly agree when carefully plotted upon the chart, especially if the lines are to objects at some distance. The larger the chart the greater the amount of this distortion.

*Buoys.*—It is manifestly impossible that any reliance can be placed on buoys always maintaining their exact position. Buoys should, therefore, be regarded as warnings and not as infallible navigating marks, especially when in exposed positions; and a ship should always, when possible, be navigated by bearings of fixed objects on shore or angles between them, and not by buoys.

*Light-buoys.*—The lights shown by light-buoys cannot be implicitly relied on, as, if occulting or flashing, the apparatus may get out of order, or the light may be altogether extinguished. These lights in the British isles are from 5 to 217 candle power.

*Cable-buoys.*—Cable-buoys marking the ends of submarine cables usually are spherical or can shaped, surmounted by a globe and occasionally a flag. Below the topmark two *white fixed* lights, disposed horizontally, may be exhibited, but they cannot be implicitly relied on.

*Lights.*—Circles drawn on charts round a light are not intended to give information as to the distance at which it can be seen, but solely to indicate, in the case of lights which do not show the same characteristics or colours in all directions, the bearings between which the differences occur.

All the distances given in the Admiralty List of Lights and on the charts for the visibility of lights are calculated for a height of an observer's eye of 15 feet. The table of distances visible due to height, at the beginning of each part of the Admiralty List of Lights, affords a means of ascertaining how much more or less the light is visible should the height of the eye be more or less. The glare of a powerful light is often seen far beyond the limit of visibility of the actual rays of the light, but this must not be confounded with the true range. Again, refraction may often cause a light to be seen farther than under ordinary circumstances.

When looking out for a light at night, the fact is often forgotten that from aloft the range of vision is much increased. By noting a star immediately over the light a very correct bearing may be afterwards obtained from the standard compass.

The intrinsic power of a light should always be considered when expecting to make it in thick weather. A weak light is easily obscured by haze, and no dependence can be placed on its being seen.

The power of a light can be estimated by remarking its candle power, as given in the Admiralty List of Lights, and in some cases by noting how much its visibility in clear weather falls short of the range

due to the height at which it is placed. Thus, a light standing 200 feet above the sea, and only recorded as visible at 10 miles in clear weather, is manifestly of little brilliancy, as its height would permit it to be seen over 20 miles, if of any power. (See table in the

5 Admiralty List of Lights.)

The distance from a light cannot be estimated either by its brilliancy or its dimness.

On first making a light from the bridge, by at once lowering the eye several feet and noting whether the light is made to dip it may be determined whether the vessel is in the circle of visibility corresponding with the usual height of the eye or unexpectedly nearer the light.

*Fog signals.*—Sound is conveyed in a very capricious way through the atmosphere. The following points in regard to fog signals should be borne in mind:—

- 15 (a) Fog signals are heard at greatly varying distances.
- (b) Under certain conditions of atmosphere, when an air fog signal is a combination of high and low tones one of the notes may be inaudible.
- (c) There are occasionally areas around a fog signal in which it is
- 20 wholly inaudible.
- (d) A fog may exist a short distance from a station and not be observable from it, so that the signal may not be sounded.
- (e) Some fog signals cannot be started at a moment's notice after signs of fog have been observed.
- 25 Mariners are therefore warned that fog signals cannot be implicitly relied upon, and that *the practice of sounding should never be neglected*. Particular attention should be given to placing "Look-out men" in positions in which the noises in the ship are least likely to interfere with the hearing of the sound of an air fog signal; as experience shows
- 30 that, though such a signal may not be heard from the deck or bridge when the engines are moving, it may be heard when the ship is stopped, or from a quiet position. It may sometimes be heard from aloft though not on deck.

Great assistance may be obtained from the wireless fog signals transmitted from many important lighthouses and light-vessels, but the attention of Mariners is called to the serious dangers which may arise from their misuse. No attempt should be made to approach such a signal on a wireless bearing, whilst relying only on hearing the sound fog signal in sufficient time to alter course to avoid danger. When the

40 wireless fog signal is transmitted from a light-vessel, it is essential in order to avoid collision, that the bearing from these signals should not be kept constant.

*Tides.*—In navigating coastal waters where the range of the tide is considerable, caution is always necessary. The tidal predictions for

45 Standard ports in Part I of the Admiralty Tide Tables can generally be relied upon to give the times of high and low water to within a few minutes, and heights within a few tenths of a foot. Larger errors are to be expected in the predictions for places which are not Standard ports, computed from the data in Part II, but such predictions computed from the harmonic constants are always sufficiently accurate

50 for the general requirements of navigation. The heights of the tide at times between high and low water may usually be found within narrow limits in accordance with the instructions in Parts I and III of the Tide Tables.

55 The datums of Admiralty charts depending on Admiralty surveys vary with the type of tide, but usually conform with the International

agreement, that datum should be "a plane so low that the tide will but seldom fall below it." The datums used by different nations, however, differ very considerably and those of Admiralty charts depending on foreign surveys are always those used by the original surveyors, which vary from "lowest possible low water" to "mean low water" in tidal waters, and are usually mean sea level in non-tidal waters. 5

The datum used is always stated on large scale Admiralty charts, and full particulars of these datums will be found in Part III of the Tide Tables. 10

*Caution.*—Most datums are above the lowest level to which the tide may fall; the charts therefore do not always show minimum depths.

*Tidal streams.*—Where the tidal streams are semi-diurnal information regarding them is usually given, in a convenient part of the chart, in tabular form or by notes, special symbols being inserted at the positions to which the information refers. In certain cases, where the information available is incomplete, the streams are indicated by means of arrows. 15

Where the streams are not semi-diurnal, information cannot be given on the charts, but the harmonic constants of the stream, if known, will be found in Part II of the Tide Tables. 20

Tidal streams, particularly if rotary, may vary considerably both in direction and rate; predictions of the stream must therefore always be considered approximate.

The turn of the tidal stream is not usually coincident with the times of high and low water; in fact, though in estuaries, harbour entrances, &c., the stream usually turns at about the times of high and low water, in open channels, and along open coasts generally, the turn usually occurs more nearly at half tide. Predictions of the times of high and low water must therefore never be used as predictions of the times of slack water. 25 30

It should be remembered that, even where the general direction of the stream is parallel with the shore, an indraught is usually experienced when crossing the entrances to bays and inlets.

*Fixing positions.*—For further information on this subject, see Admiralty Manual of Navigation. 35

When in sight of land, every opportunity should be taken of fixing the ship's position by terrestrial objects.

The most usual method is by compass bearings of suitable objects, and it must be borne in mind that a fix by only two bearings is liable to error, either an absolute error in taking the bearings, or those made in applying the deviation or in laying the bearings off on the chart. For these reasons, a third or check bearing of some other object should, when possible, be taken, especially when near the shore or dangers. The coincidence of the resulting three lines will prevent any mistakes if the objects are suitably placed. 40 45

The most accurate method of fixing a position is by angles between well-defined objects on the chart. All ships are supplied with a station pointer, and this method should be used whenever possible.

Two conditions are, however, necessary for its successful employment; first that the objects be well chosen, and, second, that the observer is skilful, and rapid in his use of the sextant and station pointer. For the former, reference can be made to the pamphlet on the use of the station pointer; the latter is only to be obtained by practice. 50

It will readily be seen that the sextant offers great advantages, as angles can be obtained from any position whence the objects are visible. 55

In many narrow waters also, where the objects may yet be at some distance, as in coral harbours, or narrow passages among mud banks, navigation by sextant and station-pointer is invaluable, as a true position can only be obtained by its means. A small error in either  
5 taking or plotting a bearing under such circumstances may put the ship ashore.

In all cases where great accuracy of position is desired, such as the fixing of a rock or shoal, or the addition to a chart of fresh soundings or new buildings, angles should invariably be used. These should be  
10 taken to several objects, the more the better, but five objects is a good number, as the four angles thus obtained not only prevent any errors, but also furnish a means of checking the accuracy of the chart itself. When running a line of soundings, it is only necessary to take a third angle now and then ; firstly to make certain that the more important  
15 soundings, as at the end of a line, are correctly placed, and, secondly, to check the general accuracy of the chart.

Attention is also directed to the very useful and handy method of fixing by the bearing and distance of a suitable object.

Should the ship be supplied with a rangefinder, its use here is obvious,  
20 but without one a very good approximate distance of an object of known height may be obtained, by observing its angle of elevation and obtaining the distance from Lecky's Offshore Distance Tables, which are supplied with all sets of charts.

Full directions for the use of these Tables are given with them.

25 Sometimes, when only one of the requisite objects is visible from the standard compass, a compass bearing of it and a sextant angle to the other may be used to fix the position.

The method of fixing by doubling the angle on the bow is useful when passing points of land, &c., in waters where there is either  
30 no tidal stream or current, or where this can be estimated with sufficient accuracy. This method is as follows :—

Suppose that the angle between the ship's head and an object is measured, and found to be  $X^\circ$ , and that the time of the observation is noted. Suppose also that the time is again taken when the angle  
35 between the ship's head and the object is  $2X^\circ$ . Then, if the course made good is the course steered, the distance of the ship from the object, at the time that the second bearing was taken, is equal to the run (over the ground) in the interval. Hence the ship's position can at once be laid off as a bearing and distance from the object. In  
40 practice, the angle  $X^\circ$  should not be less than about  $25^\circ$ .

The most useful form of this method, the so-called "four point bearing," gives an excellent fix for a departure but does not ensure safety, as the point with its outlying dangers is abeam before the position is obtained.

45 The above fix is only reliable if either there is no tidal stream or current, or if the stream is running directly with or against the course of the ship ; if otherwise, or if leeway is to be allowed for, the above method should never be used, but the ship's position should be obtained by plotting the two bearings and the estimated course and distance  
50 made good in the interval.

A table "Distance of an object by two bearings," is supplied with certain chart folios, and is also given in Inman's Tables, by which the ship's position at the time of the second bearing can be found ; any two bearings at a suitable angle to each other may be used, to-  
55 gether with the run between them, but, again, this table should not be used when the vessel is subject to a cross tidal stream or leeway.

The use of the danger angle in passing outlying dangers with land behind them, should also not be forgotten. A vertical danger angle is useful when the danger lies off an object such as a lighthouse, the height of which is known; the angle being obtained from the aforesaid Lecky's Tables. If a horizontal danger angle between two objects is used, however, caution is necessary, as, should the objects not be correctly placed on the chart, the angle taken from these Tables may not serve the purpose. This method should not, therefore, be employed when the survey is old or manifestly imperfect. 5

When fixing by astronomical observations, attention is drawn to 10 the great utility of the position line. Even a single position line may at times give invaluable information, as the ship must be somewhere on this line, provided that the chronometer is correct.

A sounding obtained at the same time may often serve to give an approximate position. Again, by steering along, or at a required 15 distance parallel to, a single position line, a vessel may make her port or avoid a danger, although uncertain of her position.

A very accurate position may be obtained by observations of two or more stars at evening or morning twilight, or by the observation of a bright star at daylight, and another, shortly afterwards, of the 20 sun when a few degrees above the horizon. The position lines obtained from the bodies observed should differ in azimuth by  $30^\circ$  or more.

Mariners are also reminded that, with modern tables for correcting the altitude, observations of the moon entail practically no more calculation than those of a planet. Moon sights are sometimes 25 available when stars are obscured by light cloud, &c.; also an excellent position may frequently be obtained by simultaneous observations of the sun and moon.

Great use may be made of wireless bearings for fixing the ship, full details of this method, and its limitations, are given in the 30 Admiralty List of Radio Signals.

*Observations for Errors of the Compass.*—No opportunity should be neglected of checking the deviations of the standard compass. When coasting, and a well surveyed and fairly large scale chart is available, an excellent method of observing the deviation is by taking 35 the compass bearing of two suitable objects when in transit, and comparing this with the magnetic bearing from the chart; provided always that the objects are not too close together. When this method is not available, the deviation should be obtained by azimuths of a heavenly body. 40

Deviations should be observed on any change of course on which the ship is steadied for any material space of time; if steering a steady course, the compass error should be observed at least twice a day.

*Change of variation of the compass.*—The gradual change in the variation must not be forgotten in laying down positions by bearing 45 on charts. The magnetic compasses placed on the charts for the purpose of facilitating plotting become in time slightly in error, and in some cases, such as with small scales, or when the lines are long the displacement of position from neglect of this change may be of importance. The compasses are re-engraved when the error 50 amounts to a degree, but the chart plates cannot be corrected more frequently from the impossibility of making alterations often on one spot in a copper plate.

The geographical change in the variation is in some parts of the world sufficiently rapid to need consideration. For instance, in 55 approaching Halifax from Newfoundland the variation changes  $10^\circ$

in less than 500 miles, and in the English channel about  $5^{\circ}$  in 400 miles. The Variation chart should be consulted on this head.

On certain general charts embracing large areas with considerable change of variation, true compasses are placed instead of magnetic  
5 compasses, the variation being shown by *isogonic lines* (curves of equal magnetic variation), in a similar manner to the Variation chart. One or two *isogonic lines* are also sometimes placed on charts, in addition to the magnetic compasses, in order to indicate the general direction of these curves, and thus facilitate the  
10 determination of the variation to be employed in portions of the chart not in immediate proximity to any one of the engraved compasses.

*Local magnetic disturbance of the compass on board ship.*—The term "local magnetic disturbance" has reference only to the effects on the compass of magnetic masses external to the ship in which  
15 it is placed. Observation shows that such disturbance of the compass in a ship afloat is experienced only in a few places on the globe. Magnetic laws do not permit of the supposition that it is the visible land which causes such disturbance, because the effect of a magnetic force diminishes in such rapid proportion as the distance  
20 from it increases that it would require a local centre of magnetic force of an amount absolutely unknown to affect a compass half a mile distant.

Such deflections of the compass are due to magnetic minerals in the bed of the sea under the ship, and when the water is shallow, and the force strong, the compass may be temporarily deflected  
25 when passing over such a spot, but the area of disturbance will be small, unless there are many centres near together.

They may also be due to wrecks lying on the bottom in moderate depths, but investigations have proved that, while deflections of unpredictable amount may be expected when very close to such wrecks,  
30 it is unlikely that deflections in excess of  $7^{\circ}$  will be experienced, nor should the disturbance be felt beyond a distance of 250 yards.

It is very desirable that whenever a ship passes over an area of local magnetic disturbance, the position should be fixed, and the facts reported as far as they can be ascertained.

35 *Use of oil for modifying the effect of breaking waves.*—Many experiences of late years have shown that the utility of oil for this purpose is undoubted, and the application simple.

The following may serve for the guidance of seamen, whose

attention is called to the fact that a very small quantity of oil, skill-  
40 fully applied, may prevent much damage both to ships (especially the smaller classes) and to boats, by modifying the action of breaking seas.

The principal facts as to the use of oil are as follows:—

1. On free waves, i.e., waves in deep water, the effect is greatest.

2. In a surf, or waves breaking on a bar, where a mass of liquid  
45 is in actual motion in shallow water, the effect of the oil is uncertain, as nothing can prevent the larger waves from breaking under such circumstances; but even here it is of some service.

3. The heaviest and thickest oils are most effectual. Refined kerosene is of little use; crude petroleum is serviceable when nothing  
50 else is obtainable; but all animal and vegetable oils, such as waste oil from the engines, have great effect.

4. A small quantity of oil suffices, if applied in such a manner as to spread to windward.

5. It is useful in a ship or boat, both when running, or lying to,  
55 or in wearing.

6. No experiences are related of its use when hoisting a boat up

in a sea-way at sea, but it is highly probable that much time and injury to the boat would be saved by its application on such occasions.

At anchor, when the sea is sufficient to render it difficult to hoist up or in boats, oil bags from forward or from the swinging booms have been found to render the sea alongside comparatively smooth. 5

7. In cold water, the oil, being thickened by the lower temperature, and not being able to spread freely, will have its effect much reduced. This will vary with the description of oil used.

8. The best method of application in a ship at sea appears to be : hanging over the side, in such a manner as to be in the water, small 10 canvas bags, capable of holding from one to two gallons of oil, such bags being pricked with a sail needle to facilitate leakage of the oil.

The position of these bags should vary with the circumstances. Running before the wind they should be hung on either bow—e.g., from the cathead—and allowed to tow in the water. 15

With the wind on the quarter the effect seems to be less than in any other position, as the oil goes astern while the waves come up on the quarter.

Lying to, the weather bow and another position farther aft seem the best places from which to hang the bags, with a sufficient length 20 of line to permit them to draw to windward, while the ship drifts.

9. Crossing a bar with a flood tide, oil poured overboard and allowed to float in ahead of the boat which would follow with a bag towing astern, would appear to be the best plan. As before remarked, under these circumstances the effect cannot be so much trusted. 25

On a bar with the ebb tide it would seem to be useless to try oil for the purpose of entering.

10. For boarding a wreck, it is recommended to pour oil overboard to windward of her before going alongside. The effect in this case must greatly depend upon the set of the current, and the 30 depth of the water.

11. For a boat riding in bad weather from a sea anchor, it is recommended to fasten the bag to an endless line rove through a block on the sea anchor, by which means the oil is diffused well ahead of the boat, and the bag can be readily hauled on board for refilling 35 if necessary.

12. Towing a vessel in a heavy sea, oil is of the greatest service, and may prevent parting the hawser. Distribute from the towing vessel forward and on both sides ; if used only aft the tow alone gets the benefit. 40

*Tropical revolving storms, and practical rules for avoiding them.—*

1. Tropical revolving storms or cyclones occur for the most part in the tropical or sub-tropical portions of the western sides of the great oceans, with the exception of the South Atlantic ocean where they are unknown. They occur also on the eastern sides of the North Pacific 45 and South Indian oceans, in the Arabian sea and the Bay of Bengal.

2. Revolving storms are so named because the wind in these storms revolves round an area of low pressure situated in the centre. The direction of revolution is anti-clockwise in the northern hemisphere and clockwise in the southern hemisphere. The wind, however, does 50 not revolve round the centre of low pressure in concentric circles but has a spiral movement inwards, towards the centre.

3. Tropical storms are known by various names according to the locality in which they are experienced. In the West Indies, on the Pacific coast of Central America and in the South Pacific ocean they 55 are called hurricanes : in the Indian ocean, Arabian sea and Bay of



Bengal, cyclones: and in the western part of the North Pacific, typhoons.

4. These storms generally originate between the parallels of 5° and 20° of latitude in both hemispheres and as a rule have initially a progressive movement westward, subsequently recurving towards the pole of the hemisphere in which they are generated. Thereafter, they tend to move north-eastward in the northern hemisphere and south-eastward in the southern hemisphere, so that they invade the temperate latitudes where they may gradually acquire the characteristics of the depressions of such latitudes.

5. Tropical storms are most frequent towards the end of the hot season in both hemispheres. In the Arabian sea and Bay of Bengal, however, they have their maximum frequency and are most dangerous during the transition periods at the beginning and end of the monsoon.

6. The diameter of revolving storms may vary from twenty to some hundreds of miles. Their average rate of progress when moving westward is about 10 knots, but after recurving their average speed increases to about 20 knots. It should be remembered, however, that very great variations from these speeds are likely to occur, and especially after recurving the storms sometimes move very quickly, their rate of travel then occasionally being as much as 50 knots.

7. The winds associated with tropical storms are extremely violent, but in the centre, or eye of the storm, light variable breezes or squalls alternating with complete calms are usually encountered. In this region mountainous seas and a heavy confused swell are experienced. Just outside the central region the strongest winds of the storm system are met, accompanied by violent squalls, and in this area, in well developed storms, it is possible that a wind speed of 150 knots in gusts may be attained. With increasing distance from the storm centre the wind generally decreases progressively. The aim of the seaman should therefore be to remain as far as possible from the centre of the storm system.

8. The track followed by the centre of the storm is known as the path of the storm, and the portion of the storm field on the right of the path is called the right semi-circle, and that on the left, the left semi-circle.

9. The semi-circle which lies on the side of the track towards the usual direction or recurvature, i.e., the right semi-circle in the northern hemisphere and the left semi-circle in the southern hemisphere, is known as the dangerous semi-circle. It is so called because a ship caught in it may be blown towards the path over which the centre will pass, or the storm may recurve and the centre pass over her.

10. The semi-circle which lies on the side of the path away from the usual direction of recurvature is known as the navigable semi-circle. A ship situated within this semi-circle will tend to be blown away from the path of the storm centre and the recurvature of the storm will increase her distance from the centre.

11. The indications of the approach of a tropical storm are:—  
 (a) A swell not caused by the wind then blowing.  
 (b) A fall in the barometer which may be divided into three phases:—

(i) A slow fall during which the diurnal variation is still apparent, and which usually occurs from 500 to 120 miles from the centre of the storm.  
 (ii) A distinct fall during which the diurnal variation is

almost completely masked and which usually occurs from 120 to 50 miles from the centre.

- (iii) A rapid fall usually occurs from 60 to 10 miles from the centre.
- (c) The reading of the barometer being 2 to 3 m.b. below the normal for the time of the year is a probable indication of the formation of a tropical storm in the vicinity. 5
- (d) An appreciable change in force and/or direction of the wind.
- (e) The formation of convergent streaks or bands of cirrus cloud.
- (f) An ugly threatening appearance of the sky, and lurid sky colourings at sunrise and sunset. 10
- 12. In order to judge the best way to act if there is reason to suppose a storm is in the vicinity, a seaman requires to know :—
  - (a) the bearing of the centre of the storm ;
  - (b) the path of the centre ; 15
  - (c) the semi-circle in which the ship is situated ; and in order more easily to determine these matters it will sometimes be better to stop or heave to.
- 13. If an observer faces the wind, the centre of the storm will be from 12 to 8 points on his right-hand side in the northern hemisphere, 20 and on his left in the southern hemisphere ; 12 points at the beginning of a storm, gradually decreasing to 8 points towards the centre.
- 14. The course of the storm centre can be approximately determined by taking two such bearings with an interval of from two to three hours between observations, provided that there has been a wind shift during the interval and that allowance is made for the ship's movement. 25
- 15. If the wind shifts to the right the vessel is in the right semi-circle, if to the left in the left semi-circle ; if the wind is steady in direction but increasing in force, she is in the direct path of the storm. 30
- 16. A further check of the bearing and path of the storm may often be obtained by noting the direction from which the swell is coming and any change in this direction. The swell usually travels directly outwards from the storm centre.
- 17. If in the dangerous semi-circle, i.e., the right semi-circle in the northern hemisphere and the left semi-circle in the southern hemisphere, a steam vessel should steer to windward away from the assumed path of the storm, or stop and lie to if there is insufficient sea room. 35
- A sailing vessel should heave to, on the starboard tack in the northern hemisphere and on the port tack in the southern hemisphere. 40
- 18. If the seaman has reason to believe that his vessel is in the direct path of the storm, or if in the navigable semi-circle (i.e., the left semi-circle in the northern hemisphere and the right semi-circle in the southern hemisphere), he should run with the wind on the starboard quarter in the northern hemisphere and on the port quarter in the southern hemisphere, away from the assumed path of the storm until the barometer begins to rise. 45
- 19. If there is insufficient room to run when in the navigable semi-circle, a steam vessel should stop and lie to, and a sailing vessel should heave to on the port tack in the northern and on the starboard tack in the southern hemisphere. 50
- 20. If in harbour, or at anchor, a seaman should be just as careful in watching the signs and ascertaining the probable path of the storm centre, as he may be able to point his ship, or shift his berth with advantage. 55

21. In regions where tropical storms are encountered the local meteorological services issue special warning messages by wireless during the storm season giving particulars of the position and probable path of any storm which is in the vicinity. Particulars of these messages are given in the Admiralty List of Radio Signals.



A number against a name thus *Scandia* 2862 shows a separate plan of the place is published, bearing that number.  
A star against a name thus, *Rhodes* \* shows a plan is published on chart shown by diagram to embrace it.  
A number and a star thus, *Tenedos* 1618\*, shows a plan is published with others on a sheet of that number.  
For details of scales, prices &c. of the separate sheets see Admiralty Catalogue.



**IMPORTANT.**

Details of Lights, Fog Signals, and Time Signals (visual) are not included in this volume; for this information the Admiralty List of Lights, Part V, should be consulted.

Information regarding Vertical Movement of the Water is not included; for this the Admiralty Tide Tables should be consulted.

Details of W/T information (weather bulletins, storm signals, navigational warnings, time signals, fog signals, beacons, and D.F. stations) are not included; for this information the Admiralty List of Radio Signals should be consulted.



# IMPORTANT

Details of lights, fog signals, and time signals (visual) are not included in this volume. For this information the Admiralty List of Lights Part V should be consulted.

Information regarding Tidal Movement of the Water is included for this the Admiralty List of Tides should be consulted.

Details of V. T. information, as well as other signals, navigational warnings, time signals, fog signals, and D. T. signals are not included. For this information the Admiralty List of Radio Signals should be consulted.

# MEDITERRANEAN PILOT

## VOL. IV

### CHAPTER I

ÆGEAN SEA, GREECE, TURKEY, ASIA MINOR, AND DODECANESE.  
— METEOROLOGY. — CURRENTS. — TIDES. — SIGNALS. — PILOTAGE. —  
BUOYAGE. — CAUTIONS. — FUEL. — REPAIRS. — CONSULAR OFFICERS. —  
STANDARD TIME. — W/T STATIONS. — QUARANTINE. — PASSAGES.

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*Chart 2158b.*

**ÆGEAN SEA.**—The Ægean sea comprises that part of the Mediterranean sea, situated northward of Kríti, which is bounded on the western and northern sides by the coast of Greece and on the eastern side by the coast of Turkey, and contains numerous islands, commonly known as the Grecian Archipelago. 5

The islands are divided into two principal groups, the Kikládhes and the Sporádhes. The Kikládhes, so named from their encircling the island of Dhllos—the birthplace of Artemis (Diana) and Apollo—are situated on the western side of the southern part of the sea. The Sporádhes, which derive their name from the word meaning sown or scattered, are situated chiefly on the eastern side of the sea; included in the south-eastern portion of this group are the islands known as the Dodecanese. The islands lying in the north-western portion of the sea off the coast of Thessalía, northward of Έννopia, are known as the Northern Sporádhes. 10 15

All the islands are high, many of them are of volcanic origin, others are composed of white marble, of which the Parian from Páros is often mentioned by ancient writers. Some are fertile and picturesque, whilst others, mostly the smaller ones, are masses of rock, and destitute of vegetation. Their production consists principally of wine, olives, oil, figs, tobacco, raisins and fruits, especially the lemon and orange; sponges are found in the surrounding waters.

**GREECE.**—The Kingdom of Greece, so far as affected by this volume, includes the portion from Cape Tainaron (Matapan) (*Lat.* 36° 23' N., *Long.* 22° 29' E.), on the west, to the entrance of Meric nehri (River Maritza), about 9 miles south-eastward of Alexandróupolis, also Kríti and the islands in the Grecian archipelago, excepting the Dodecanese, Bozca ada (Tenedos), Ímroz, and Tavşan adaları (Rabbit islands). 20 30



*Chart 2158b.*

**Ports.**—The principal ports are, Soúdha bay, Návp̄lion, the Piraiévs, Salamís, Síros, Vólos, Thessaloníki, Sígrion, and Moúdhros; see Appendix II, page 418.

- 5 **Physical features.**—In the complexity of its contour and the variety of its natural features Greece surpasses every country in Europe. The mainland is mountainous, and is penetrated by numerous gulfs and inlets. In some of the mountainous regions, especially in Pelopónnisos, there are extensive table-lands. In its general aspect  
10 the country presents a series of striking and interesting contrasts. Fertile tracts covered with vineyards, olive groves, corn-fields or forests display themselves in close proximity with rugged heights and rocky precipices.

- Greece has few rivers, and they are more deserving of notice from  
15 their classical associations than from their commercial importance; all are obstructed at their entrance by shoals and few will admit boats.

- Flora.**—The vegetation of Greece in general resembles that of southern Italy while presenting many types common to that of Asia  
20 Minor. The country may be regarded as divided into four zones. In the first, extending from the sea-level to the height of 1,500 feet (457<sup>m</sup>2), oranges, olives, dates, almonds, pomegranates, figs and vines flourish, and cotton and tobacco are grown. The second zone, from 1,500 to 3,500 feet (457<sup>m</sup>2 to 1,066<sup>m</sup>8) is the region of the oak, chestnut  
25 and other trees of common growth in the British islands. In the third, from 3,500 to 5,500 feet (1,066<sup>m</sup>8 to 1,676<sup>m</sup>4), the beech is the characteristic forest tree. Above 5,500 feet (1,676<sup>m</sup>4) is the Alpine region, marked by small plants, lichens and mosses.

- Fauna.**—The fauna is similar to that of the other Mediterranean  
30 peninsulas and include some species found in Asia Minor, see page 4, but not elsewhere. The bear is still found in the Pindus range; wolves are common in all the mountainous regions, and jackals are numerous in Pelopónnisos. Foxes are abundant in all parts of the country. The wild boar is common in the mountains of northern  
35 Greece, but is almost extinct in Pelopónnisos. The badger, martin and weasel are found on the mainland and in the islands. The red and fallow deer, and the roe exist in northern Greece, but are becoming rare. Hares and rabbits are abundant in many parts, especially in the Kikládhes. Among birds of prey, which are very numerous, are  
40 the golden and imperial eagle, the yellow vulture and several species of falcons. Of snakes, which are numerous, there are only two dangerous species.

**Population.**—**Languages.**—The population, in 1937, was estimated to exceed 7,000,000.

- 45 Apart from Greek, English, French and Italian are widely spoken.

**Production and industry.**—The chief agricultural products of Greece, including Kriti, in 1935, were wheat and other cereals, vegetables, potatoes, tobacco, cotton and currants.

- The chief mineral products in the same year were barytes, bauxite,  
50 magnesite, lead, nickel, iron, iron pyrites, emery and chrome.

The industries are mostly concerned with the production of food-stuffs, leather and metal work; there are also spinning and weaving industries.

- Trade.**—The principal exports, in 1936, were tobacco, currants,  
55 sultanas, figs, olive oil, fresh grapes, citrus fruit, minerals, vallonias and skins.

*Chart 2158b.*

The principal imports, in 1936, were wheat and cereals, wool and woollen yarns, cotton and cotton yarns, piece goods, coal, machinery, steel and iron manufactures, mineral oils, coffee, cocoa, tea, timber, tin-plates, galvanised sheets, earthenware goods, heavy chemicals and pharmaceutical products. 5

**Currency.**—The drachma of 100 lepta is the monetary unit. In 1936, the rate of exchange was based on the £ sterling, and was at the rate of 546 for buying and 550 for selling.

Nickel coinage in circulation consists of 10, 20 and 50 lepta, 1 and 2 drachmai; there are also pieces of 5, 10 and 20 drachmai, made of nickel and silver. 10

**Weights and measures.**—The metric system is in use in Greek customs houses.

Greek weights are as follows: 1 oke=400 drams=2.832 lbs. (avoirdupois). 1 kilo=312.5 drams=2.204 lbs.=0.78 oke.

In the currant trade, the unit of weight in use (including Greek customs) is the Great Venetian Pound (G.V.lb.). 2,128 G.V.lbs.=2,240 lbs. (avoirdupois), or 1 ton.

The unit of measurement for cloth, &c., is 1 pic=27 inches; and the unit of measurement for land is 1 stremma=0.2471 acre. 20

**Communications.**—Greece is linked up with the European railway system.

There is regular steamer communication with other countries.

There is regular air communication with other countries. 25

For other communications by sea and telegraphic and telephonic communications, *see* under the various ports.

For W/T communications, *see* page 23.

**Shipping.**—In 1938, 2,992 vessels of a total tonnage of 5,475,764 tons entered the ports of Greece. 30

**TURKEY.**—The territory belonging to Turkey included in this volume extends from Meric nehri in the north, along the eastern shore of the Aegean sea to Kara burun (Cape Alupo), on the coast of Karamania, including Bozca ada, Imroz and Tavşan adaları.

İzmir is the principal Turkish port described in this volume. 35

Turkey has a total area of 482,712 square statute miles.

**Government.**—Turkey was declared a Republic on 29th October, 1923, and Ankara its capital. The Grand National Assembly is the sole representative of the people, the members being elected for a period of four years. The Assembly exercises the executive power through the President of the Republic, elected by itself, and through the Council of Ministers chosen by him, with the proviso that the Assembly may at any time control the actions of the Government and at any time dismiss it. 40

For local government purposes the country is divided into Vilayets, each Vilayet being, for certain purposes of general administration, subdivided into Kazas, and each Kaza into Nahiyes. At the head of each Vilayet is a Vali representing the central government, and each Vilayet has its own elective council. The Nahiye, or commune, is an autonomous entity and has an elective council charged with the administration of such matters as are not reserved to the central government. 50

**Population.**—**Languages.**—The estimated population of Turkey, in 1938, was 17,829,214.

Apart from Turkish, French is the current commercial language. 55

*Chart 2158b.*

Greek is much spoken. English is generally understood in the textile trade but not in other branches of commerce.

**Products.—Trade.**—Turkey is mainly an agricultural country, but industrial enterprises, especially textile, are increasing. Coal, chrome, zinc blende, emery, and sulphur are the chief mineral products.

The principal exports are tobacco, sultanas, hazelnuts, raw cotton, wheat, figs, barley, chrome, tanning extracts. The principal imports from the United Kingdom are, cotton piece goods, machinery and spare parts, cotton yarns, woollen yarns and piece goods, metals.

**Currency.**—The legal monetary unit is the piastre; since 1938, however, all official accounts have been kept in Turkish pounds (Lira: £T), which are divided into 100 piastres (kurus). The average rate of exchange, during 1938, was £T 6.1631=£1; the nominal parity on a gold basis is £1 sterling=110.69 piastres. The coins in circulation are 10 and 20 paras and one piastre; the latter is equal to 40 paras.

**Weights and measures.**—The metric system is in use in Turkey.

**Communications.**—There is regular steamer communication between İzmir and the principal ports in the Aegean sea.

In 1938, the only regular air communication provided by Turkey was between İstanbul and Ankara.

For communication by telegraph and telephone, *see* under the various ports.

**Asia Minor.**—Asia Minor is the general geographical name for the peninsula forming part of the Republic of Turkey, on the extreme west of the continent of Asia, bounded on the west by the Aegean sea, and separated from Europe by the narrow Çanakkale boğazı (Dardanelles) and İstanbul boğazı (Bosporus). The Euphrates is the main eastern limit with radii to the north-east angle of the Levant and the south-east angle of the Black sea. The same area, more or less, is included under the name Anatolia, a conventional rendering of the Turkish name Anadolu.

**Physical features.**—Asia Minor consists of a plateau rising gradually from east to west, from 2,500 to 4,500 feet (726<sup>m</sup>0 to 1,371<sup>m</sup>6) high. On the south this plateau is buttressed by the Taurus range, which stretches in a broken irregular line from the Aegean sea to the Iranian frontier; it attains a height of 10,500 feet (3,200<sup>m</sup>4) in Lycia, but has an average elevation of 7,000 feet (2,133<sup>m</sup>6). The centre of the plateau is occupied by a vast treeless plain, in which lies a large salt lake. The plain is fertile where cultivated and in many places covered with good pasture. On the west the edge of the plateau is broken by broad valleys, and the deeply indented coastline throws out long rocky promontories towards Europe. Earthquakes are frequent all over the peninsula, but especially in the south-east and west.

The rivers of Asia Minor are of no great importance; a few only are navigable by boats for short distances from their mouths. Asia Minor is remarkable for the number of its thermal and mineral springs.

**Flora.**—On the west coast, the ilex, plane, oak, valonia oak, and pine predominate. On the south and west coasts the fig and olive are largely cultivated; the vine yields rich produce everywhere except in the higher districts; the orange, lemon, citron and sugar cane in the south.

**Fauna.**—The wild animals include bear, boar, chamois, fallow, red and roe deer, gazelle, hyena, ibex, jackal, leopard, lynx, panther, wild sheep and wolf. Amongst the domestic animals are the buffalo and

*Chart 2158b.*

the Syrian camel. Large numbers of sheep and Angora goats are reared on the plateau. The larger birds are the bittern, great and small bustard, eagle, goose, grey and red-legged partridge, sand grouse, pelican, pheasant, stork and swan. The rivers and lakes are well supplied with fish and the mountain streams abound with small trout. 5

**Cautions.—Entry into Turkish waters.**—Vessels are warned against entering Turkish territorial waters except for the purpose of calling at a port, when they should keep closely to the usual navigational route giving access to the port. For prohibited area for aircraft, *see* page 21. For that portion of the coast of Asia Minor in which landing is prohibited, *see* page 383. 10

**DODECANESE.**—The Dodecanese, ceded by Turkey to Italy by the Treaty of Lausanne on 6th August, 1924, comprise the following islands :—Gaidaro, Patmos, Arki, Lipso, Lero, Levitha, Kalimno, Pserimos, Kos, Stampalia, Niseros, Symi, Piskopi, Khalkia, Rhodes, Scarpanto, and Kaso. For the island of Castelrosso, which lies close off the southern coast of Asia Minor, about 68 miles eastward of Rhodes, and also belongs to Italy, *see* Mediterranean Pilot, Vol. V.

**Population.**—The population of the islands, including Castelrosso, 20 in 1936, was 140,848, of whom 85 per cent. were natives, 12 per cent. Italians, and 3 per cent. foreigners.

**Government.**—The Governor of the Italian islands in the Aegean sea is subject to the Foreign Office in Rome ; his authority is represented in the smaller islands by the Regent of the Government of Kos and delegates in Lero, Kalimno, Symi and Scarpanto. The municipal councils of Rhodes and Kos are appointed by the Governor. The other towns and villages are administered by podesta and demogerondii elected by the people, according to ancient customs. 25

**Products and industries.**—Olives, tobacco, oranges and other 30 fruits are produced. The most important industries are the manufacture of oriental carpets, wines in bottles, olive oils, pottery and tiles.

**Communications.**—There is regular steamer communication between Rhodes and both Brindisi and Alexandria ; there is also frequent steamer communication with Italian ports. the Piraiévs, 35 İzmir, Syria, Palestine and Egypt.

There is an air-mail every week from Brindisi and Athínai to Rhodes.

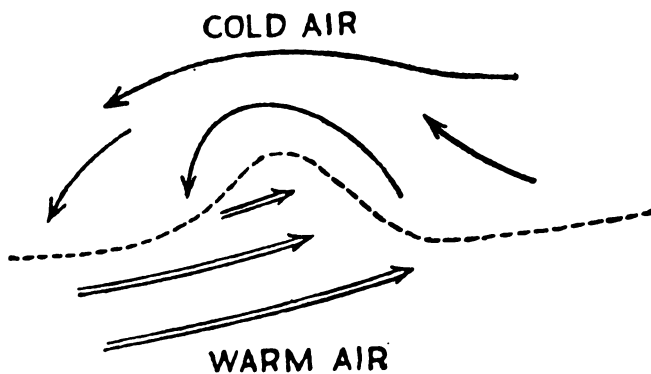
The islands are connected with the general telegraph system, and there is a telephone system in each island. 40

**Currency.—Weights and measures.**—Italian money is current. The metric system of weights and measures is in use.

**METEOROLOGY. — Depressions. — General remarks. —**  
A depression is a region of the atmosphere where pressure is lower than elsewhere. It appears on the synoptic chart as a series of isobars, roughly circular or oval in shape, surrounding an area of low pressure. 45 It is characterised by unsettled weather and often strong winds. In the northern hemisphere, the winds blow round a low pressure in an anti-clockwise direction ; there is also a slight inclination across the isobars. Thus the well known rule for the northern hemisphere is that, when an observer faces the wind, the lowest pressure is from 8 to 12 points to his right. 50

According to the Norwegian theory of depressions, which has now been generally accepted, most depressions form at the boundary of

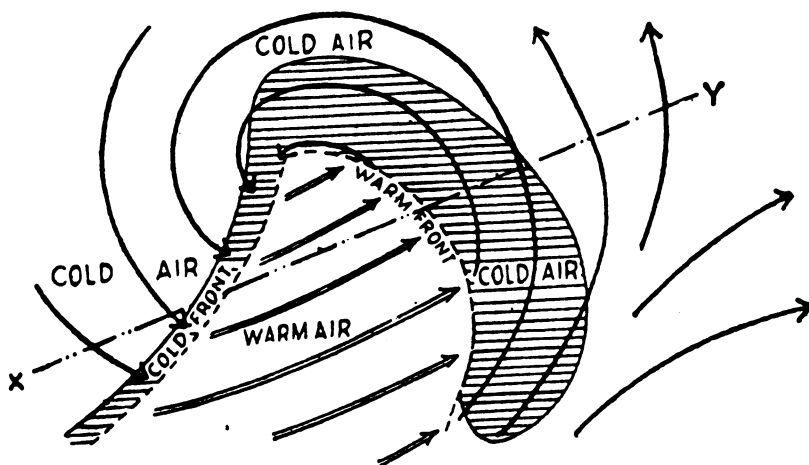
Fig. 1.



*A depression forming at the boundary of two air currents.*

The double lines show the flow of the warm air, and the single lines the flow of the cold air.

Fig. 2 a.



*Plan of a developed depression.*

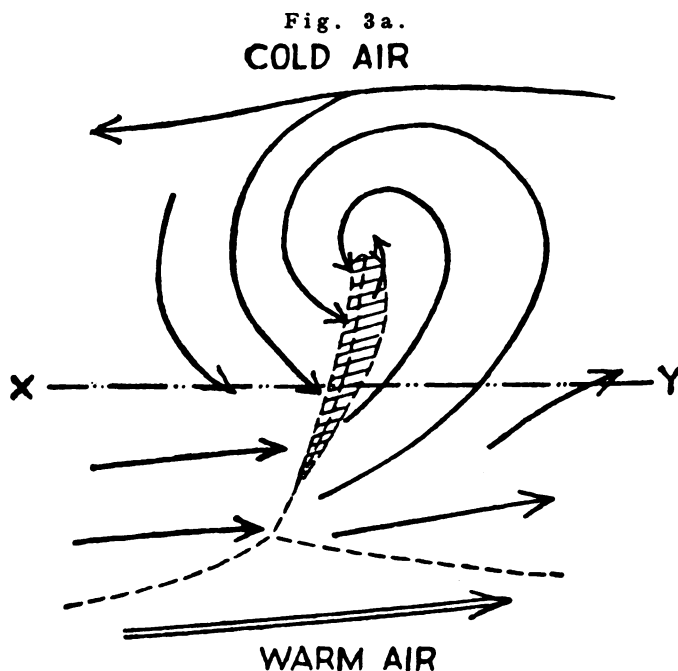
The double lines show the flow of the warm air, and the single lines the flow of the cold air.  
The shading shows the areas where rain (or snow) is most probable.

Fig. 2 b.



*Vertical section of the depression along the line XY.*

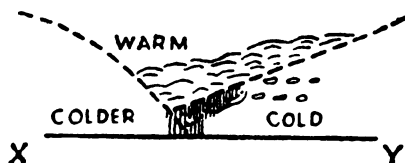
two air currents of different temperatures and characteristics which are in juxtaposition, a tongue of warm air projecting into the cold air and the centre of the depression being at the tip of the tongue of warm air (Fig. 1). The disturbance so formed moves forward along the boundary of the two air currents. Thus in its early stages a depression has a warm sector. The boundaries between the warm and cold air streams are known as "fronts." At the front of the warm air stream, known as the "warm front," the warm air is rising gradually over the cold air; this causes condensation of the water vapour in the warm air,



*Plan of an occluded depression.*

The shading shows the region where rain (or snow) may be expected near the occlusion.

Fig. 3 b.



*Vertical section of an occlusion of the cold front type.*

The air in front of the occlusion is warmer than the air behind it.

forming at first cloud and later drizzle or continuous steady rain. The cloud spreads out ahead of the warm front, and the highest cloud, cirrus or mares' tails, is often about 500 miles ahead. At the rear boundary of the warm sector, known as the "cold front," the cold air is pushing under the warm air forcing the latter to ascend rapidly; this process is sometimes violent enough to produce squalls. The

rapid ascent of the warm air causes the moisture to condense in the form of cumulonimbus clouds (shower clouds), from which heavy showers may fall (Fig. 2). The warm sector is thus being gradually lifted up from the earth's surface. When this has occurred, the depression is said to be "occluded," and the warm and cold fronts merge in a "line of occlusion" (Fig. 3). When a depression has become occluded, it usually decreases in intensity and rate of travel, and gradually fills up. On the other hand, a depression which has a marked warm sector is likely to be deepening, the winds associated with it may increase in force and its rate of travel may increase. Depressions are usually travelling in a direction approximately parallel to the isobars in the warm sector.

Depressions may move in almost any direction, but they most often move from any one position to a position further east; they tend to travel over the sea rather than over the land. Their rate of movement is very variable, and sometimes depressions are stationary for a time; speeds between 15 and 25 knots are common in the northern hemisphere. Depressions vary very much in size; the smallest may have a diameter of less than 100 miles, while the diameter of the largest may exceed 2,000 miles.

The approach of a depression is indicated by a falling barometer. In the northern hemisphere, if the depression is approaching from westward and passing northward of the ship, clouds appear on the western horizon, the wind shifts to south-east or south and freshens, the cloud layer gradually lowers, and finally drizzle, rain or snow begins. If the depression is not occluded, after a period of continuous rain or snow there is a veer of wind at the warm front, a rise of temperature and diminution of rain (or snow) in the warm sector, the visibility being moderate. The passage of the cold front is marked by the approach from westward of a thick bank of cloud, a further veer of wind to west or north-west, sometimes with a sudden squall, rising pressure, a fall of temperature, squally showers of rain, hail or snow, and improved visibility (except during showers). The squally, showery weather with a further veer of wind and drop in temperature may recur while the depression passes. If the depression is occluded, the occlusion is preceded by the cloud of the warm front; there may be a period of continuous rain mainly in front of and at the line of occlusion, or a shorter period of heavy rain mainly behind the occlusion, according as the air in front is colder or warmer than that behind it. There may be a sudden veer of wind at the line of occlusion. Often another depression follows, in which case the barometer begins to fall again and the wind backs towards south-west or south.

If a depression travelling eastward or north-eastward is passing southward of the ship, the winds in front of it are easterly and they back through north-east to north or north-west; changes of direction are not likely to be so sudden as on the southern side of the depression. In the rain area there is often a long period of continuous rain and unpleasant, thick weather with low cloud. In winter, in the colder regions the weather is cold and raw and precipitation is often in the form of snow.

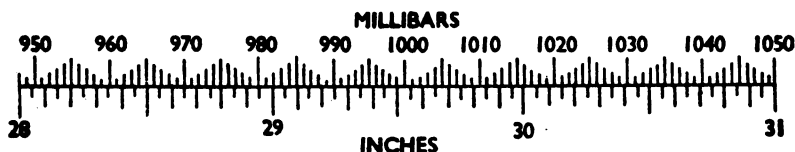
Near the region of lowest pressure, lulls are sometimes experienced, but sudden changes are likely, and in a deep depression the wind may increase in strength very rapidly, perhaps to gale force as the barometer begins to rise.

Sometimes in the air circulation of a large depression, usually on the equatorial side and often on a cold front, a secondary depression

develops, travelling in the same direction as the primary but usually more rapidly. The secondary often deepens while the original depression decreases in intensity. In the region between the primary and the secondary depressions, the winds are not as a rule strong ; but on the further side of the secondary, usually the southern side, winds are likely to be strong and they may reach gale force. Thus the development of a secondary depression may cause gales at a greater distance from the primary depression than anticipated, while there may be only light winds where gales were expected.

The above is a brief general description of depressions and the associated weather in temperate latitudes of the northern hemisphere. It must be emphasised, however, that individual depressions in different localities differ considerably from one another, according to the characteristics (especially the temperature and humidity) of the air currents of which they are composed, and the nature of the surface over which they are travelling.

This diagram shows the equivalent of millibars in inches and vice-versa.



**Land and sea breezes.**—Near the coast, the wind is influenced by the land and sea breezes, and often the actual wind experienced is not that which would be expected from the general pressure gradient existing. During the daytime, in suitable conditions a sea breeze tends to blow onshore. It usually rises gradually during the forenoon but sometimes its onset is sudden, at times it breaks suddenly as late as 1400 ; it reaches its maximum development in the afternoon, usually from about 1500 to 1700 ; it decreases in the evening and dies away around sunset. At some time after 2200, a light offshore wind, the land breeze, may spring up and last until the morning ; sometimes the nights are calm and the land breeze is not felt until the early morning. Except in regions where the land slopes steeply to the coast, the sea breeze is usually more strongly developed than the land breeze. The effect of the sea (or land) breeze may be to deviate the wind due to the general pressure gradient, to reinforce it, to neutralise it and reduce it to a calm, or even to reverse it ; in quiet anti-cyclonic conditions the land and sea breezes may be the dominating winds.

The land and sea breezes are caused by the unequal heating of the land and water under the influence of the sun's radiation. During the daytime the land is warmed up, the air over the land becomes warmer than the air over the sea, and there is a movement of air onshore ; at night, the land is cooler than the sea and the air movement is in the opposite direction. The conditions favourable to the maximum development of land and sea breezes are bright sunny days and clear nights with a weak pressure gradient and little general wind.

Land and sea breezes are much influenced by topography and vary considerably along the coasts ; it is therefore necessary to study each part of the coast to forecast the development of these breezes accurately.

The effect of the land and sea breezes is not usually felt more than 20 miles from the coast and often it does not extend beyond 10 miles.



**Weather of the coasts and the Archipelago.—Pressure.**—In the winter, average pressure is high to the north over the Continent and relatively low to the south over the Mediterranean; thus average pressure decreases from north to south, giving a gradient for north-easterly winds. At this season depressions are rather numerous. Many of them travel down the Adriatic sea and across Greece and the Aegean sea. The most frequent tracks of these depressions across the Aegean sea are: in an easterly direction across the southern part of the sea just north of Kríti, or across the northern part of the sea and through Çanakkale boğazi; in a north-easterly direction from the south of Greece towards Çanakkale boğazi; and in a south-easterly direction across Évvoia towards Rhodes. The travel of these depressions brings large changes in the day-to-day distribution of pressure, and in the consequent winds and weather.

In the summer the Aegean sea lies north-westward of the deep and extensive seasonal "low" over Iran and north-west India; average pressure decreases from north-west to south-east giving a gradient for northerly winds. Travelling depressions are infrequent at this season especially from June to August, and the distribution of pressure and the consequent winds and weather are less variable than in winter.

Average values of pressure for each month and for the year are given for a number of stations in Appendix III. The diurnal variation of pressure is small, its amplitude averaging less than a millibar. It is discernible in settled weather, but in winter it is usually masked by the larger irregular changes.

**Winds.**—In accordance with the average distribution of pressure, the most frequent winds in winter are north-easterly, except in the extreme south of the region. Since depressions are numerous at this season these winds are often interrupted, and the southerly and south-westerly winds characteristic of the southern sides of depressions become increasingly frequent southwards; in the extreme south these are the most frequent winds in winter.

In summer, depressions are infrequent and the northerly winds blow steadily over the open sea from the middle of June to early September, especially in the southern part of the region. They are the well known "etesian" winds (known by the Turks as "meltemi"). They blow from a direction which may be anywhere between north-west and north-east; they tend to be more north-easterly in the north, northerly in the middle, and north-westerly in the south. Over the open sea they are usually of moderate strength, but they are sometimes fresh and occasionally reach gale force. These winds usually blow for a short spell in late May or early June (called "the prodroms") before they become established; then after a short break of a week or two the regular seasonal winds set in. In the early part of the summer, before the etesians set in, winds are variable from directions between south and north-east through south-west and north. The etesians begin to fall off in September and alternate with calms and southerly winds.

The etesians are especially persistent in the south-eastern Aegean, where in some regions, assisted by the lie of the land, they reach a frequency of 80 per cent. from mid-July to the end of August. They are least steady in the north. Near the coasts they are affected by the lie of the land and by the land and sea breezes. Over the open sea there is said to be a diurnal variation of speed, the wind speed being a maximum in the afternoon and decreasing at night. The weather is usually fine and clear. This is not, however, always the case everywhere; in some regions, for example round Athínai and

Thessaloniki; the wind sometimes raises clouds of dust and spreads a dust haze over a considerable area.

*Gales and strong winds.*—The Aegean is a region of strong winds; the southern half is, however, rather less stormy than the northern. The strong winds blow chiefly from northerly or southerly directions; strong winds from east or west are rare. The winds are, however, deflected by the gulfs and inlets along the coast; while both northerly and southerly winds have a tendency to blow more from westward on the Greek side and from eastward on the Turkish side. Except in the extreme south, the northerly gales are the more frequent. They may be expected annually on one or two days in October and November, two or three days in December, February and March, and three or four days in January. During the summer half of the year there are usually one or two in April and September and one in June; they blow very occasionally in July and August.

The most violent northerly gales are those which are caused by the simultaneous occurrence of a depression over the Mediterranean and a region of high pressure over the Balkans and southern Russia. With the passage to southward of the centre of a depression travelling eastwards along the Mediterranean, the wind over the open sea backs through east and north-east to north or north-west; it may blow with violence for two or three days from directions between north-east and north-west, often accompanied by rain or snow. These gales are frequently preceded by banked clouds over the mountains. They raise a short, heavy, troublesome sea and are said to be dangerous at night among the islands. Strong winds and gales from north or north-east may, however, occur when the high pressure alone is present. These gales may set in suddenly and as the high pressure system usually lasts for some time they tend to be persistent. The weather is usually fine and cold with clear skies, though on the east and south-east coasts of Greece there may be haze and partly clouded sky; the barometer remains high. Violent gusts and squalls descend the slopes and valleys on the lee sides of mountainous coasts during these northerly gales. Such, for example, are the well known squalls off Cape Taínarón, off the Méthana peninsula and in other similar situations.

Local northerly gales may descend the leeward slopes of high land when a cold front has been held up by a mountain barrier northward. These winds are similar to the bora of the Adriatic and are preceded by banks of cloud over the mountains northward. They may set in suddenly and last a day or two.

Southerly gales occur on the southern sides of depressions. The strongest winds tend to blow from south-west on the western side of the Aegean sea, from south in the middle and from south-east on the eastern side. These gales are preceded by the usual preliminary indications of an approaching depression, and accompanied by mild rainy weather. When during the approach of the depression the sky has become overcast the summits of the mountains are usually covered by cloud; if the clouds suddenly become detached from the mountain tops, a gale may be expected. These gales do not as a rule last longer than about 24 hours; the wind usually veers towards west and north-west, subsequently decreasing in strength. Should its direction get round so far as north a gale may set in from north or north-east.

Among the islands of the Archipelago strong, sometimes violent, squalls often descend the leeward slopes of the high land and are felt at sea near the coasts. Such squalls are frequent when the etesians are blowing fresh or strong. They disturb the sea near the shore

giving it a characteristic white appearance under the cloudless sky. In consequence these squalls are known as "white squalls."

Whirlwinds are liable to occur in various regions during the hot season. At Kíthira they often cause damage to trees and vegetation.

- 5 On western coasts heavy whirling squalls sometimes move down from the hills during strong north-easterly winds.

*Local coast winds.*—*Kriti.*—Along the southern coast strong squalls blow down from the mountains during northerly winds. These squalls often begin suddenly and they may be violent close inshore.

- 10 In Soúdha bay on the northern coast, winds are much affected by the high land and in summer by land and sea breezes. It is said that winds from north-west or north in the open sea blow from west or west-north-west in the bay, and that the strength of the wind diminishes as the entrance to the bay is approached. In summer, land and sea  
15 breezes are well developed, the wind being usually light westerly in the early morning and from the sea in the afternoon, falling to calm a little before sunset. Hot winds descending from the high land are often felt. In winter a strong south-easterly wind in front of an approaching depression is often preceded by a long roll cloud  
20 southward of Cape Dhrépanos.

- Percentage frequencies of wind direction are given for Iráklion in Appendix\* III. The north-westerly winds which predominate in summer show a diurnal variation, freshening at sunrise, reaching their full strength soon after noon when they raise a considerable sea, and  
25 moderating at night.

- Gulf of Lakonia.*—During a survey of this gulf between the months of April and August, 1902, the wind was usually from west or south-west in the early part of the summer. This wind set in daily about 1100 with considerable strength and moderated at night; though it  
30 sometimes continued for three or four days without a break, raising considerable sea on the eastern shore. This westerly wind was usually accompanied by hazy weather and clouds on the mountains. Winds from north-east and east were sometimes felt on the eastern shore and on one occasion (in April) a gale from north-east blew for 36 hours  
35 accompanied by haze. Light northerly winds occurred occasionally, they were cool and refreshing and accompanied by clear weather. Southerly winds were usually light and seldom reached the head of the gulf.

- Gulf of Argolis.*—During summer, the land and sea breezes are  
40 very regular; the sea breeze, which normally reaches a force of from 4 to 5 at about 1600, sets in from south-south-east about 1100 and blows until between 2000 and 2200; it is then succeeded by the land breeze from north-north-east, which continues until about 0600, when it falls calm until the sea breeze again sets in.

- 45 *Saronic gulf.*—Near the Piraiévs the sea breeze is well developed in summer; it usually blows from south-south-west from about 0900 to 2000, reaching its greatest strength at 1400. At intervals, however, the northerly etesians blow for two or three days, lasting all day. The strongest winds in winter are from directions between north-west and  
50 north-east. Percentages of wind direction are given for Athínaí in Appendix III.

At Kenkhreaf bay on the western shore of the gulf the land breeze is said to be very strong in summer.

- Vólos.*—The prevailing wind in winter blows down the valley from  
55 north-west. Southerly sea breezes become frequent in spring and predominate in summer. See Appendix III.

*Kikládhes*.—A table for Thíra is given in Appendix III. At Náxos, northerly and north-easterly winds predominate all through the year, though southerly and south-westerly winds are frequent in winter.

*Kafirévs strait*.—This strait is notorious for its strong northerly and north-easterly winds which persist in summer from May to the end of August or middle of September, sometimes increasing to gale force. These winds are often local, and land and sea breezes may be experienced in the near-by gulfs and bays. Later in the year the northerly winds are not so persistent but winds from north and north-east are stronger than those from other directions.

*Thessaloníki*.—The situation of Thessaloníki with regard to the northerly gales in the Aegean sea is similar to that of Marseilles in relation to the mistral. In winter the cold air from the high pressure inland pours down the valley of the Axiós river, causing strong winds from north-west which often reach gale force. At Thessaloníki the usual duration of these gales is three or four days and the wind is strongest on the first or second day. The speed is usually about 35 knots but it may reach 50 knots. In summer the etesians blow at times down the valley and raise clouds of dust; these winds usually blow at a speed of about 25 knots but may at times reach 50 knots. They usually blow for two or three days at a time. As a rule, when not overpowered by the etesians, the south-westerly sea breeze sets in about 1400; it sometimes raises a choppy sea. Percentages of wind direction are given for Thessaloníki in Appendix III.

*Rhodes*.—In summer the etesians blow from north-west with the regularity of a trade wind; along the north-western coast they are deflected to west-north-west.

*Kerme körfezi*.—The winds in the gulf are irregular, but during summer land and sea breezes are sometimes experienced.

*Sámos*.—At Vathí bay, north-westerly winds predominate from March to October; in winter, winds are rather variable, south-westerly and westerly winds are infrequent.

*Khíos*.—At Khíos winds are rather variable in winter, but northerly and south-westerly are the most frequent. From April to October, northerly winds predominate. North-easterly winds are sometimes strong in autumn and winter, they cause considerable swell.

*Izmir körfezi*.—Land and sea breezes are well developed in summer. The sea breeze is from between south-west and north-west; from May to September it blows regularly from about 1000 until sunset. Its average speed at 1600 is 14 knots, but it often reaches 23 knots; it causes a short, troublesome sea. In winter the strongest winds blow from north-east; they may reach gale force once in two or three years, but gales do not last long. Near Port Saip, south-easterly winds sometimes blow strongly out of the gulf.

*Çandarlı körfezi*.—The northerly etesians are strong at times in summer, but when they are not blowing strongly land and sea breezes prevail. Strong northerly winds are often preceded by the formation of cloud on the summit of Kara dağ. Winds from north and north-east are frequent in winter.

*Lésvos*.—At Mitilíni, on the eastern side of Lésvos, winds blow chiefly from either north or south. These two directions are of about equal frequency in winter, but in summer the northerly winds predominate, the southerly winds being especially infrequent from July to September. At Sígri roadstead, on the western side, the wind is said to be mainly north-easterly in summer.

*Beşıke limanı*.—The most frequent winds are north and north-

east in both summer and winter. The strongest winds blow from north-east, though southerly gales occur at times in winter.

*Limnos*.—Easterly winds are the most frequent during most of the year, north-easterly winds also are frequent in winter. From 5 April to June winds are rather variable.

*Imroz*.—Winds from north-east are the most frequent. In summer they are warm and dry; in winter they may be very cold, they often set in behind the cold front of a depression.

**Air temperature on the coasts.**—In winter, temperature conditions vary a good deal from the south to the north of the Aegean sea. On the southern islands winter is very mild; but on the northern shore and at times on the eastern shore there are spells of very cold weather. The cold spells on the western shore are less severe. Large and rapid changes of temperature are experienced with changes in wind direction from the mild southerly to the cold northerly winds. Summer is hot everywhere; though on the coasts exposed to them the heat is much mitigated by the prevailing etesian winds, and more oppressive weather with higher temperatures is experienced on the sheltered southern coasts. The difference between the climate in the south and the north of the Aegean sea is illustrated by the tables for Iráklion and Thessaloníki, given in Appendix III. The average for January, which in most regions is the coldest month, is  $12^{\circ}$  lower at Thessaloníki than at Iráklion, where Thessaloníki is slightly warmer in July and August; temperatures below the freezing point have not been recorded in 21 years at Iráklion, whereas in Thessaloníki they have been recorded in each of the five months from November to March. In July and August maximum day temperatures average about  $90^{\circ}$  on the shores of the mainland and about  $85^{\circ}$  on the islands; average night minima are from  $18^{\circ}$  to  $20^{\circ}$  lower on the shores of the mainland and about  $13^{\circ}$  lower on the islands. Maximum temperatures well over  $100^{\circ}$  have been recorded at times in most regions. Frost is very rare on the islands of the southern Aegean; it is said to be unknown at Síros and Náxos and does not occur as often as once a year at Thíra. At Athínai it is not very frequent; in 35 years there were 11 winters with no frost. At Thessaloníki, days with frost average 20 between November and March. The temperature rises rapidly in spring; March, especially, may have large variations of temperature.

**Sea temperature.**—The temperature of the surface water often varies considerably from one region to another, partly on account of the large number of islands and the varying depth of the sea; the temperature is also greatly affected by the wind direction. In winter (February) there is a considerable decrease of temperature from south to north. Along the western shore, the temperature averages about  $59^{\circ}$  as far north as the Gulf of Argolis, it decreases to about  $57^{\circ}$  off the coast of Thessalía and to about  $52^{\circ}$  in the extreme north of the sea. In the north near the coast the sea temperature occasionally falls to very low values and ice forms at times in the shallow waters. Near the eastern shore, the average temperature in the south is  $61^{\circ}$ , it decreases slowly northwards to  $59^{\circ}$  off the north of the island of Lésvos and then rapidly northwards to  $52^{\circ}$  near Çanakkale boğazi. In the spring (May) the temperature averages from  $63^{\circ}$  to  $64^{\circ}$  over most of the sea; a region of cooler water ( $61^{\circ}$ ) lies along the eastern shore between Çanakkale boğazi and Lésvos. In summer (August), average temperature decreases northwards from  $77^{\circ}$  off the north coast of Kríti to  $72^{\circ}$  in the north. In autumn

(November), average temperature decreases rather rapidly northwards from 68° off Kríti to 61° in the neighbourhood of 38° N. The coolest water is about 59° in the north and a tongue of this cool water extends in a south-south-westerly direction from Çanakale boğazi towards Skiros.

**Humidity.**—Average values of relative humidity are given for a number of stations in Appendix III. The average relative humidity is at no season very high on the coasts. The relative humidity at any time is, however, dependent on the wind direction, and is high with the southerly winds associated with the southern sides of depressions. With northerly winds the relative humidity is low unless the air has travelled for a considerable distance over the sea. Thus on the mainland, especially, large variations of relative humidity are experienced; the variations on the islands and over the open sea are smaller. In summer, with the high temperatures and prevailing northerly winds, the average relative humidity is in most regions below 60 per cent. At Athínai with offshore winds values of relative humidity below 20 per cent. are not infrequent, and 5 per cent. has been recorded. Relative humidity is usually lowest in the afternoon, though on the coasts when the sea breeze is blowing the decrease in relative humidity may be considerably reduced. For example, at İzmir during August the relative humidity fell about 15 per cent. from the early morning to the afternoon when the sea breeze was blowing; when there was no sea breeze it fell about 25 per cent. The average decrease of relative humidity at İzmir from 0700 to 1400 is 20 per cent. in winter and 15 per cent. in summer.

**Cloud.**—The Aegean sea is not a very cloudy region. Winter is the cloudiest season when on the average skies are a little more than half covered. At the approach of depressions the mountains become shrouded by dense masses of cloud; these clouds tend to lift from the mountain tops when a gale is impending. In summer the sky is rarely overcast and is often cloudless for days, especially in the south. The table below gives the average number of clear (less than 2 tenths) and cloudy (more than 8 tenths) days in each month at three stations. Average values of the amount of cloud are given for a number of stations in Appendix III. In summer there is more cloud in the afternoon than in the morning and evening.

	Jan.	Feb.	Mar.	Apl.	May	June	July	Aug.	Sept.	Oct.	Nov.	Dec.	Year
Athínai													
Clear ..	2	2	3	4	5	9	14	15	11	5	2	2	74
Cloudy ..	7	5	5	3	2	0	0	0	1	3	5	6	37
Thíra													
Clear ..	1	2	4	6	9	19	28	28	21	11	2	2	133
Cloudy ..	8	8	5	4	3	1	0	0	0	1	6	9	45
Thessaloníki													
Clear ..	7	4	7	3	5	11	16	17	12	8	5	3	98
Cloudy ..	6	8	7	6	5	2	0	1	2	5	8	11	61

**Rainfall.**—The usual Mediterranean regime with rainy winters and dry summers prevails in the region; this is not, however, so pronounced in the northern part as in the southern. In the north there is no month of the year with an average of less than an inch of rain. The dry season becomes increasingly drier and longer southwards,

and the wet season shorter but wetter. In the south there are often one or two rainless months between June and September; in the north, months without rain are infrequent. In summer the rain falls chiefly in heavy showers, often accompanied by thunder. In winter, rain is associated with travelling depressions; nevertheless in the south especially, continuous rain over a large area is infrequent, the rain mostly falls in rather heavy downpours. At Athínaí the winter rainy season begins usually in late September or October; it is somewhat later further south. The eastern shore of the Aegean sea has more rain than the western shore. Annual totals are about 15 to 25 inches on the western shore, about 15 inches on the southern small islands, 20 to 30 inches in the north, and 25 to 35 inches on the eastern shore. The amounts are larger inland on the high ground. There is considerable variation in the amount of rain from one year to another. December and January are usually the wettest months. Very heavy falls occur at times; nearly 6 inches has fallen in 24 hours at Athínaí, and more than 5 inches at Iráklion. In the north and east most rain is brought by the winds between south-east and south-west, but in the west and south-west rain comes as often with the north-easterly as with the southerly winds.

Hail falls at times in winter and spring; it is rare in summer. It is said to be more frequent in the south than in the north.

Snow falls sometimes during the northerly winds in the rear of depressions. On the average there are 4 or 5 days a year with snow on the mainland and 1 or 2 on the islands in the south Aegean sea. The snow rarely lies long. In the north it may fall as early as October and as late as April.

**Thunder.**—Thunderstorms are fairly frequent, but their number varies a good deal from place to place. They are more frequent on the mainland than on the islands or the open sea. Over the mainland, even on the coasts, the local heat storms of late spring and early summer predominate over the cold-front storms of autumn and winter, giving a maximum of storms in summer; whereas on the islands and over the open sea the storms at the cold fronts of depressions in autumn and winter are the more frequent. The table below gives for several stations the average number of days with thunderstorms in each month and for the year.

Mean number of days with thunderstorms.

Station.	Jan.	Feb.	Mar.	Apl.	May	June	July	Aug.	Sept.	Oct.	Nov.	Dec.	Yr.
Andros .. .. .	0.1	0.3	0.4	0.1	0.4	0.2	0.1	0	0.5	0.1	0.2	0.5	3
Síros .. .. .	0	0.5	1	0.2	0.5	0.1	0.5	0.4	0.5	0.6	0.7	1	6
Náxos .. .. .	0.6	2	1	0.6	1	0.3	0.6	0.7	0.6	0.9	2	0.7	11
Thíra .. .. .	0.9	1	2	0.8	0.5	0.4	0.2	0.2	0.6	1	3	2	13
Kíthira .. .. .	0.4	0.3	0.1	0	0.2	0	0	0	0	0.1	0	0.1	1
Návpليون .. .. .	0.9	0.5	0.3	0.4	0.3	2	2	0.8	0.5	1	0.1	0.6	10
Athínaí .. .. .	0.6	1	0.4	0.4	2	2	1	0.6	1	2	1	0.9	13
Vólos .. .. .	0	0.5	0.3	0.7	1	3	2	1	1	0.9	0.4	0.2	11
Thessaloníki .. .. .	0.3	0.3	0.3	1	6	7	5	3	3	1	0.7	0.3	23
Khíos .. .. .	3	2	2	1	2	0.8	0.3	0.7	2	2	2	2	20

**Visibility.**—*Southern Aegean.*—Over the southern Aegean, northward of Kríti, mist or fog is said to occur during about one-fifth of the time in June and July, less frequently in May and August, and occasionally in other months. It is least frequent in winter. The etesians blow with clear sky, but misty horizon. The greyish heat haze, characteristic of summer, is known in Greece as “calina.”

In Kríti and the islands of the archipelago fog is rare, but mist

occurs on two or three days a month in winter. Kithira in the west, is said to be seldom quite clear, southerly winds, especially, frequently bring mist or fog; dense fog occurs most often from February to May, but also in November and December. In the Gulf of Lakonia, although the westerly and south-westerly winds bring haze, especially in the early summer, fog is rare and occurs as a rule only in the morning calms before the heat of the day. Thick haze is sometimes brought by strong north-easterly winds in spring.

At Rhodes it is noted that the southerly winds which prevail in winter bring cloudy and thick weather.

Andros island is sometimes obscured during autumn and winter both with southerly and with north-easterly winds.

At Athinaí morning mist is said to occur more often in the summer half of the year than in the winter. In summer it forms over the plain about sunrise and lasts for two or three hours; visibility may be reduced to less than 500 yards. The table below, compiled from observations of visibility seawards from Athinaí at 0800 and 1400 local time from December, 1922, to November, 1927, gives the number of days per month with visibility less than half a mile and less than 2 miles. The observatory is about 3 miles from the sea and is at a height of 350 feet; it is usually unaffected by the shallow morning mist on the plain. Most occasions of bad visibility seawards are said to occur with calms, and occasions of good visibility, with light or moderate winds especially those from north.

Athinaí. Number of days per month with poor visibility.

Visibility.		Jan.	Feb.	Mar.	April.	May	June	July	Aug.	Sept.	Oct.	Nov.	Dec.
Miles		0.3	0.3	1	1	0	0	0	0.7	1	0.3	0.3	0
0— $\frac{1}{2}$	{	0800 0	0.7 0	0 0	0.3 0	0 0	0 0	0.3 0	0.3 0	0.3 0	0.3 0	0.3 0	0
Miles		2	4	5	5	1	3	3	1	2	1	1	1
$\frac{1}{2}$ —2	{	0800 1	0.7 1	1 1	0.7 1	1 0.7	0.7 0.7	1 0.7	1 0.3	2 0.3	2 0.3	2 0.7	0.7

Smoke haze from the chimneys of the Piraiévs often drifts seawards in the early morning and obscures the coast, it is cleared away by the sea breeze. Haze occurs over Athinaí, especially from May to September, reaching its maximum about midday and disappearing by the evening.

*Northern Aegean.*—For the area of the northern Aegean information is scanty. As in the south, however, patches of sea fog may be expected in the warm season, and coastal radiation fog in the winter. The moist southerly winds will also, as in the south, bring both haze, and, at times, thick rainy weather.

The following table gives for Thessaloníki the number of days per season on which visibility was poor at 0800 and 1400 during the period 1930-3.

Visibility.	Winter.		Spring.		Summer.		Autumn.	
	0800	1400	0800	1400	0800	1400	0800	1400
0— $\frac{1}{2}$ mile .. ..	9	4	2	0.5	0	0	3	1
$\frac{1}{2}$ —2 miles .. ..	12	9	7	0.2	1	0	7	1

**CURRENTS.**—The currents in the archipelago are irregular in strength and direction: in general they run southward, but are greatly



influenced by the winds, and especially in the western part. As a general rule, the currents are always stronger during and after north-easterly winds, than with those from the southern quarter.

When the winds are from north-east to east, the rapid current  
5 from Çanakkale boğazı passes on both sides of the island of Límnos, and runs towards the western part of the archipelago and through Káfrévs strait with considerable velocity. It runs with great strength through the narrow channel between Andros and Tínos and through the wide channel which separates Ikaría from Míkonos, but is less  
10 rapid in Míkonos strait, which separates that island from Tínos.

On leaving these channels, and entering the south-western part of the archipelago, it loses its velocity, and between Cape Maléa and Kríti unites with the general westerly current, which is also more or less affected by the force and direction of the wind.

15 Besides the usual southerly set, there are local or eddy streams ; thus northward of Thásos and Samothráki, the current has been observed to run strongly to the east ; at Bozca ada, with a long continued southerly wind, the southerly current ceases for a time. In İzmir körfezi, and particularly during summer, the strong sea breezes  
20 force the water towards the head of the gulf, causing at times, with the fall of the wind, a westerly set of  $1\frac{1}{2}$  knots.

No exact law can be given with respect to these currents, more especially in the southern part of the archipelago and in the channels east and west of Kríti. It sets almost continually southward, but  
25 it is, at times, irregular, and depends (as elsewhere) much on the force and direction of the winds, both local, and those at a distance when strong.

Thus, southerly gales (especially in autumn, when the water brought down by rivers is at its minimum) will entirely reverse the archipelago  
30 currents, causing a flow back northward, and through Çanakkale boğazı and Bosphorus into the Black sea, instead of its usual direction out of that partly fresh-water basin. Southerly and south-westerly breezes will likewise cause an easterly current in the southern part of the archipelago, which then uniting with that from Çanakkale boğazı,  
35 greatly increases the southerly current between the islands of Kaso and Kríti, and between Scarpanto and Rhodes. See page 247.

The coast of Kríti is subject to variable currents, being influenced greatly by local winds, but the descending currents from Çanakkale boğazı and the encircling current from the coast of Egypt by Syria  
40 and Karamania, unite in causing a predominating southerly current throughout the archipelago, and south-westerly current on the coast of Kríti, of from half a knot to  $1\frac{1}{2}$  knots. These currents have been invariably found to be superficial, having a depth of from 30 to 50 fathoms ( $54^m9$  to  $91^m4$ ) only, and decreasing in strength with the  
45 depth. The only rule, therefore, that can be given as a caution to the navigator, especially for the southern part of the archipelago and the channels approaching it on the east and west of Kríti, is to allow for a current of from one to  $1\frac{1}{2}$  knots in the direction of the wind, when it amounts to a fresh or even a moderate breeze ; when  
50 there are such currents in the offing and open channels, there will of course be inshore eddies likewise.

Therefore, in navigating these narrow seas at night, some consideration of these local influences must be allowed as a precaution, particularly where neighbouring channels and bays may be easily  
55 mistaken for each other by a stranger approaching them, even with the best charts ; more especially whilst there are so few lights to guide

him from doubt and danger, and such sources of error as may exist in a total dependence upon direct courses and distances, where the currents are uncertain, and where clouds obscure the bolder landmarks and mountains indicated upon the charts of this stormy archipelago.

The following table shows the mean current westward, south-westward and southward of Kríti, northward of the parallel of 34° N., for the period 1910 to 1938, together with the number of observations in which the current equalled or exceeded the rate of one knot. 5

Quarter.	Mean direction and drift.	Miles per day.	Number of observations.	Number of observations in which the current equalled or exceeded one knot.	Strongest current observed, miles per day.
Nov. to Jan. ..	183°	1	305	7	36
Feb. to April ..	130°	1	244	5	37*
May to July ..	194°	3	239	13	46*
Aug. to Oct. ..	216°	2	202	3	29

\* Short period current, proportionate rate for 24 hours.

**TIDES.**—The level of the water in the Aegean sea is, as in most parts of the Mediterranean, more influenced by wind than by tide; 10 but in those places in which the rise and fall of the latter is appreciable, it is regular, especially at springs. The spring rise varies from a few inches in some places to 2½ feet (0<sup>m</sup>8) at other places.

**SIGNALS.**—**Aircraft distress signals.**—Any aircraft in grave or imminent danger and requiring immediate assistance, will make 15 or display one or more of the following signals:—

1. The International distress signal SOS by wireless telegraphy, as prescribed in the Admiralty List of Radio Signals.
2. The spoken word "Mayday" by wireless telephony.
3. The International distress signal SOS by visual signalling or 20 any sound apparatus.
4. The International Code flag signal NC.
5. The International Code distance signal, consisting of a square flag having above or below it a ball or anything resembling a ball. 25
6. A continuous sounding of any sound apparatus.
7. A succession of *red* pyrotechnic lights fired at short intervals, or a *red* flare from which, at intervals of about *three seconds*, a *red* light is ejected.

**Urgent signals from aircraft.**—An aircraft, having a very urgent 30 message to communicate to a vessel, concerning the safety of any aircraft, vessel or person, within range of assistance, will fly low around the vessel, firing a succession of *green* pyrotechnic lights, or will flash a succession of *green* flashes with the daylight signalling apparatus. The aircraft will, then, signal the message as prescribed in the Inter- 35 national Code of Signals; or alight alongside the vessel; or, if unable to signal or alight, will fly towards the aircraft, vessel or person in distress. When the *green* pyrotechnic lights are seen by the vessel, a boat is to be prepared for lowering.

The signals from the aircraft are to be acknowledged by the vessel by flashing the answering sign, whether by day or at night, with the daylight signalling apparatus; if no such apparatus be carried, the answering pendant is to be hoisted close up, by day, and, at night, a *white* light is to be waved, in a position away from other sources of light.

If an aircraft is in difficulties which compel her to land, but is not in need of immediate assistance, she will fire a succession of *white* pyrotechnic lights or, at night, if not in possession of pyrotechnic lights, she will make a succession of short flashes with her navigation lights.

**Non-urgent signals from aircraft.**—An aircraft wishing to communicate with a vessel on a matter of no urgency, will fly around the vessel to attract attention.

15 **Signals to denote the presence of submarine vessels.**—*Great Britain.*—British vessels fly a rectangular red flag to denote that friendly submarines, which may be submerged, are in the vicinity. Vessels are cautioned to steer so as to give a wide berth to any vessel flying such a flag. If from any cause it is necessary to approach her, vessels should proceed at slow speed until warning is given of the danger zone by flags, semaphore or megaphone.

*Greece.*—A vessel or a shore station may call the attention of vessels to the presence of submarines by the following methods:—

- (a) HP flags of the International Code of Signals.
- 25 (b) wireless.
- (c) blasts on the siren.
- (d) firing a blank charge.

A submarine wishing to communicate with the surface releases a buoy painted in red and white vertical stripes and furnished with a telephone. A vessel sighting such a buoy immobile should immediately send a boat to ascertain, by using the telephone, if the submarine needs assistance; if this is so, she should communicate at once with the nearest authorities.

Greek vessels accompanying submarines display either two large pendants, two large pendants over a large square flag, or, two large balls.

*Italy.*—When Italian submarine vessels are carrying out exercises in the areas reserved for them, *see* pages 281, 295, and 296, the signal stations in sight and the vessels escorting the submarine vessels will display, during the exercises, the flags HP of the International Code of Signals.

Whenever the signal stations display the signal HP, all vessels are recommended to exercise the utmost vigilance when passing through the areas indicated, and, if possible, avoid them.

45 **Vessels inconvenienced by searchlights.**—In the event of the navigation of a vessel being inconvenienced by the glare from searchlights near a port in the British Empire, she should make the International code signal ZO (— — • • — — —) by lamp and by whistle, siren or fog horn.

50 Both the light and sound signals should be employed, whenever possible, and should be repeated until the inconvenience is removed.

Only real urgency should necessitate the use of this signal, as unless the vessel is actually in the rays of the searchlight, it is not possible for the operator to know which projector is affected.

55 The signal is designed to assist mariners; no liability whatever will be admitted.

This signal should also be used in similar circumstances near ports in other countries.

**PILOTAGE.—Greece.**—Pilotage is compulsory for all foreign merchant vessels, also for foreign men-of-war other than light craft, for most of the harbours in Greece and in the archipelago. *See under* 5  
various ports.

**Caution.**—Mariners are warned that passage is restricted, and a control of navigation is exercised by the Greek Naval authorities, in the areas within Hellenic territorial waters. These areas extend to a distance of one mile from the shore outside enclosed waters and 10  
their approaches.

**Regulations for the approaches to Italian ports.**—Sailing vessels, boats under steam or otherwise, tugs or other small craft, within a radius of one mile of the entrance to, or within the waters of the above ports, or in Italian channels, estuaries and rivers, must 15  
keep out of the way of all steam vessels entering or leaving.

Steam vessels observing a breach of these regulations should give not less than *four short blasts* on their whistles or sirens. Steam vessels navigating in the above areas should do so with caution and at a reduced speed. 20

**BUOYAGE.—Turkey.**—The starboard side of a channel is considered to be that side which is on the starboard side of a vessel entering a port, or proceeding with the flood tide.

Starboard hand buoys are conical and painted red ; port hand buoys are truncated conical and painted black. 25

Spherical buoys are placed at each end of central dangers. The outer buoy is surrounded by a diamond, and the inner by a triangle.

Mooring buoys are cylindrical in shape, painted red and numbered.

Telegraph cable buoys are painted black and carry a white inscription. 30

Submarine mining buoys are barrel buoys painted in red and white bands.

Wreck buoys are green and carry a white inscription.

Fixed beacons on the land or on isolated dangers, carry various topmarks. 35

**Italy.**—Buoys and beacons on the Italian coasts are painted red on the port, and black on the starboard hand, entering a port or channel.

**CAUTIONS.—Prohibited area for aircraft.**—Flight is prohibited over the territorial waters off the western coast of Turkey 40  
between Kadirga burun (*Lat.* 39° 29' N., *Long.* 26° 23' E.), the northern entrance point of Edremit körfezi, and a position on the northern side of Saros körfezi in *Lat.* 40° 36' N., *Long.* 26° 22' E. ; and also over the territorial waters surrounding Bozca ada and İmroz.

**Air lights.**—Mariners are informed that lights near the coast which 45  
have been established for the use of aircraft and which may be visible from seaward, will be shown on Admiralty charts and described in the Admiralty List of Lights. Care should be taken that these lights are not confused with those established for the use of shipping.

**Submarine cables.**—The following are taken from the Inter- 50  
national Convention for the protection of Submarine Telegraph cables, 14th March, 1884.

II. It is a punishable offence to break or injure a submarine cable,

wilfully or by culpable negligence, in such manner as might interrupt or obstruct telegraphic communication, either wholly or partially, such punishment being without prejudice to any civil action for damages.

- 5 This provision does not apply to cases where those who break or injure a cable do so with the lawful object of saving their lives or their ship, after they have taken every necessary precaution to avoid so breaking or injuring the cable.

- 10 V. Vessels engaged in laying or repairing submarine cables shall conform to the regulations as to signals which have been, or may be, adopted by mutual agreement among the High Contracting Parties, with a view of preventing collisions at sea.

- When a ship engaged in repairing a cable exhibits the said signals, other vessels which see them, or are able to see them, shall withdraw 15 to or keep beyond a distance of one nautical mile at least from the ship in question, so as not to interfere with her operations.

Fishing gear and nets shall be kept at the same distance.

- Nevertheless, fishing-vessels which see, or are able to see, a telegraph-ship exhibiting the said signals, shall be allowed a period of twenty- 20 four hours at most within which to obey the notice so given, during which time they shall not be interfered with in any way.

The operations of the telegraph-ships shall be completed as quickly as possible.

- VI. Vessels which see, or are able to see, the buoys showing the 25 position of a cable when the latter is being laid, is out of order, or is broken, shall keep beyond a distance of one-quarter of a nautical mile at least from the said buoys.

Fishing nets and gear shall be kept at the same distance.

- VII. Owners of ships or vessels who can prove that they have 30 sacrificed an anchor, a net, or other fishing gear in order to avoid injuring a submarine cable, shall receive compensation from the owner of the cable.

- In order to establish a claim to such compensation, a statement supported by the evidence of the crew, should, whenever possible, 35 be drawn up immediately after the occurrence ; and the master must, within twenty-four hours after his return to or next putting into port, make a declaration to the proper authorities.

The latter shall communicate the information to the Consular authorities of the country to which the owner of the cable belongs.

- 40 **FUEL.**—Coal can be obtained at the Piraiévs, Áyios Nikólaos (Kéos), Síros, Vólos, Thessaloníki, and İzmir.

Fuel oil can be obtained at the Piraiévs, Síros, and İzmir. For details, *see* under the various ports.

- REPAIRS.**—The principal port in the area covered by this volume 45 where repairs to vessels may be carried out is the Piraiévs.

- Besides the Greek Government dockyard on Salamís island, the only other places where there are facilities for repairs are Síros, Rhodes, and İzmir ; at these places, except Rhodes, there are docks or slips, details of the largest of which at each place are given in 50 Appendix I.

**CONSULAR OFFICERS.**—British Consular officers are stationed at Khaniá, Iráklion, the Piraiévs, Athínai, Síros, Vólos, Thessaloníki, Vathí in Sámos, Mitilíni, İzmir and Rhodes.

**STANDARD TIME.**—The standard time kept throughout Greece, Turkey and the archipelago is that of the meridian of 30° E. or 2 hours fast on Greenwich mean time.

In Greece, when summer time is kept, the time is 3 hours fast on Greenwich mean time.

**W/T STATIONS.**—Coastal W/T stations in the area covered by this volume, which are open for public correspondence, are established at Kórinthos (Isthme de Corinthe in List), Athínai (Athens in List), and Khíos (Chios in List), in Greece; also Lero and Rhodes (Rodi in List), in the Dodecanese.

For details, see List published by the Bureau of the International Telecommunication Union.

For details of W/T stations which transmit weather bulletins, storm signals, navigational warnings, time signals, &c., see Admiralty List of Radio Signals.

**QUARANTINE.—Deratisation.**—In accordance with Article 28 of the International Sanitary Convention of 21st June, 1926, Deratisation can be carried out, and Deratisation and Deratisation Exemption Certificates can be issued to vessels at the following ports in the area covered by this volume:

Piraiévs, Síros, Thessaloníki, and Rhodes.

International quarantine messages may be transmitted by wireless from ships to the W/T station at Athínai, except in the case of ships visiting Kérkira (Corfu), when the message should be sent to that place. The ports described in this volume, which ships may ask leave to enter, are the Piraiévs, Thessaloníki, Síros, Iráklion, and Khaniá.

For details, see Admiralty List of Radio Signals.

*Charts 2836a and 2836b.*

**PASSAGES.**—A vessel bound from westward to Çanakkale boğazi, the Piraiévs, Thessaloníki, İzmir, or any port in the archipelago, should make Cape Taínaron, and pass through Elafonísi strait, page 65. After rounding Cape Maléa, if bound to the Piraiévs, the course is westward of Belópoula for Cape Zoúrva, the eastern extreme of Ídhra, after passing which, a vessel should steer midway between Cape Skíllaion and the western extreme of Áyios Yeóryios Belvína island and thence towards the Piraiévs.

When passing Belópoula in thick weather caution is necessary, as the currents are often strong and their direction uncertain. See page 78.

If bound for Çanakkale boğazi, the route, after passing Belópoula, is through Kéos and Kafirévs straits, for Bozca ada.

If bound to Thessaloníki after passing through Kafirévs strait, a vessel may pass either eastward of Skíros and the islands of Pipéri and Psathóúra, or westward of Skíros and through Skópelos strait, and thence to the Gulf of Thérmai.

If bound to İzmir, the same route may be followed as that directed for Çanakkale boğazi as far as Kafirévs strait, thence passing northward of Kalóyerói rocks, and either rounding well northward of Psará on account of the current, or passing between it and Cape Áyios Nikólaos, the north-western extreme of Khíos island, and proceeding northward of Kara burnu peninsula into İzmir kórfesi.

*Charts 2158b, 449.*

*Charts 2836a and 2836b.*

Another route to İzmir may be followed after passing through Elafonísi strait, by shaping a course to pass through Sífnois strait, guarding against the strong and uncertain currents when near Fal-  
5 konéra islet (*see* page 78), and giving Cape Ffilippos, the northern extreme of Sífnois island a wide berth in order to avoid the rock off it (*see* page 122), and also to allow for the south-westerly current, which in light northerly winds, sets towards it. After passing through Sífnois strait steer to pass between Áspro islet off Síros island, and  
10 Náta islet, and through Míkonos strait (*see* page 157), thence southward of Khíos island, through Khíos strait, and into İzmir kórfezi.

The navigation of the archipelago, though easy, requires constant attention, and a place of shelter should always be kept in view, so that safety may be assured before dark in the event of an approaching gale,  
15 as the weather may become so thick that, amongst the labyrinth of islands, the land may hardly be seen in time to avoid it. In general, when bound up the archipelago, if there is the least appearance of a gale from the northward, there should be no hesitation in seeking temporary shelter at the nearest anchorage, for nothing can be gained  
20 by keeping at sea, and the vessel's position may become more critical as the weather gets worse.

A vessel may always anchor under the lee of an island with northerly winds, for though at times they blow with much violence, they never shift suddenly southward, and there is always a sufficient interval  
25 of moderate weather to permit leaving the anchorage. It is not the same, however, with southerly winds; with these winds, a sailing vessel should never anchor on the northern side of an island, or any land, if it can possibly be avoided, as the winds from this quarter generally shift suddenly in a squall to the north or north-east, and  
30 may blow with such strength that a vessel could not get under way.

A steam vessel, in case of necessity, anchoring on the northern side of an island or point of land, should be in such a position as will enable her to leave with ease and facility at any moment. As southerly winds increase in force gradually, there is generally time to seek the  
35 requisite shelter.

*Charts 2158b, 449.*

## CHAPTER II

## ISLAND OF KRÍTI.

*Charts 2536a and b.*

**KRÍTI.**—**General description.**—The island of Kríti (Crete) is, from its position, fertility, and population the most important island in the Levant. It is traversed throughout its length by a mountain range, in the western part of which are the Madháres (Madara) mountains, 8,104 feet (2,470<sup>m</sup>1) high, situated about 22 miles east-north-eastward of Cape Krífos, the south-western extreme of the island. Near the middle is the Ídhi range, culminating in three lofty peaks, of which Psiloríti, the highest, attains an elevation of 8,196 feet (2,498<sup>m</sup>1) situated about 37 miles eastward of the summit of the Madháres mountains. Near the eastern end of the island, are Mount Dhíkti, 7,048 feet (2,148<sup>m</sup>2) high, situated about 35 miles further eastward, and Mount Stavroménos, 5,177 feet (1,578<sup>m</sup>0) high, situated about 26 miles south-westward of Cape Sídheros (*Lat.* 35° 19' N., *Long.* 26° 10' E.), the north-eastern extreme of the island. 15

Two-thirds of the island is a barren, stony waste, off which water drains at once in torrents to the sea. The rivers are numerous, but consist solely of these torrents, swollen in winter by rain, and in spring by the melting snows. Marshy places are common near the mouths of these rivers; in summer, and especially in autumn, these 20 become centres of malaria. Arable land is found only in the fertile Plain of Messará; at the south-eastern foot of Mount Psiloríti; in the hilly lands behind Khaniá (Canea), Réthimnon (Rhithymno), and Iráklion (Candia), towns on the northern coast; in the country overlooking the Gulf of Kíssamos, at the north-western end of the 25 island; and in the isthmus of Ierápetra (Hierápetra), near the eastern end of the island.

**History.**—After the capture in 1204 of Constantinople by the Latins, Kríti, which had formed part of the Byzantine Kingdom, was sold to the Venetians, in whose hands it remained until 1669, 30 when it was taken by the Turks. The conquest of the island was made famous by the defence of Iráklion, which held out against the Ottoman besiegers for over twenty years. In the Greek war of independence the natives of Kríti revolted and invested the Mohammedans in the fortified towns. On the intervention of the Powers, Kríti, in 1830, 35 was transferred to the government of the Viceroy of Egypt, but handed back again to Turkey in 1840. In 1912 war broke out between

*Charts 2836a, 2603, 2158b, 449.*



*Charts 2536a and b.*

Turkey and Greece, but in the following year a treaty of peace was signed, and the island was formally handed over to Greece.

**Industries.—Trade.**—The principal industries are sulphur oil, soap, olive oil refining, wine and spirits.

The principal exports are olive oil, raisins, soap, wine and goat skins, &c.

The principal imports are cereals, hardware, building material, leather, &c.

**Communications.**—All the towns and villages are connected with the general telegraph and telephone systems.

The principal ports are in regular steamer-communication with the Piræus and Alexandria.

**Consular officers.**—There are British consular officers at Iráklion and Khaniá.

**Climate.**—The climate is one of the healthiest in the Aegean sea ; even the summer heat is not unhealthy. September and October are delightful months when fine, but heavy showers sometimes render the rivers impassable. *See meteorological table, page 421.*

**SOUTHERN COAST.—General remarks.**—Although there is not a secure harbour on the southern coast of Kríti, there are anchorages off the several bays, which afford shelter during the summer months, or during northerly winds ; the depths, however, increase very rapidly offshore, and the bank or ground upon which anchorage can be obtained is generally limited. *See views of the southern coast of Kríti on charts 2536a and b.*

**Trade.**—The southern coast of Kríti has no trade except in summer, when it is only carried on by small coasting vessels.

*Chart 2536a.*

**Coast.**—Élafos (Elaphonisi), about 3 miles north-westward of Cape Kriós (Kavo Krio), the south-western extreme of Kríti, is a narrow, flat island, the highest part of which is at its western end. The north-eastern end of the island is separated from the coast by a narrow boat channel, in which the depths are from 2 to 3 feet (0<sup>m</sup>6 to 0<sup>m</sup>9), and which is obstructed by rocks, both above water and sunken. Sunken rocky patches extend to a distance of nearly three-quarters of a mile southward of the island, near and within the southern limit of which is Low islet.

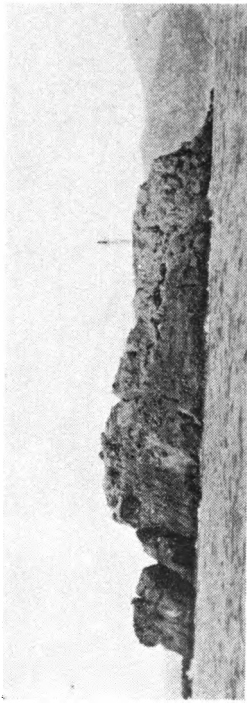
Between a point on the coast abreast the eastern end of Élafos and Cape Kriós there is a bay, at the head of which, a ravine extends from some remarkable white patches on the mountain side. Off the north-western shore of this bay, the bottom is uneven and rocky, and, off the eastern shore under the high land, the depths are too great for anchoring.

Temporary anchorage, during a northerly gale, may be obtained off the ravine, in depths of from 8 to 12 fathoms (14<sup>m</sup>6 to 21<sup>m</sup>9), sand, at a distance of 2 cables offshore. This anchorage has been found preferable to that at Selíno Kastélli, page 27, as it is not subject to the violent squalls which are experienced at the latter.

**Light.**—A light (*Lat.* 35° 15' N., *Long.* 23° 31' E.) is exhibited, at an elevation of 160 feet (48<sup>m</sup>8), from a cylindrical concrete tower and dwelling, 75 feet (22<sup>m</sup>9) in height, situated on the western end of Élafos.

*Charts 1685, 2836a, 2603, 2158b, 449.*





Skhistó lighthouse from eastward.  
(*Original dated 1930.*)

*Chart 2536a.*

**Coast.**—Cape Kriós, which is supposed to resemble a ram's forehead, although a somewhat bold termination of the western mountains of Kríti, is neither high nor remarkable compared with other headlands, *see* view on chart 2536a. 5

Kriós roadstead, a small cove, with a rocky islet lying off it, lies about 6 cables north-westward of Cape Kriós.

Between Cape Kriós and Cape Trakhíli, about  $2\frac{1}{2}$  miles eastward, the coast is slightly indented; the coastal bank, on which there are rocks both above water and sunken, is as much as 2 cables wide 10 along this stretch of coast. Between Cape Trakhíli and Cape Palaíokhóra, the southern extreme of a peninsula, about 2 miles eastward, there is a bay. The peninsula consists of a flat eminence surrounded by a cliff connected to the coast by a low isthmus. Selíno Kastélli is situated on this peninsula; the walls of a fort stand on the northern 15 part of the peninsula and close northward of the fort is a small chapel; there are also several look-out towers and a few houses on the peninsula.

Skhistó (Skisto), an islet about 40 feet ( $12^m2$ ) high, lies close off the south-western extreme of the peninsula, and between the south-eastern extreme of the peninsula and a point, about 2 miles east- 20 north-eastward, there is another bay.

**Light.**—Selíno Kastélli light (*Lat.*  $35^{\circ} 13' N.$ , *Long.*  $23^{\circ} 40' E.$ ) is exhibited, at an elevation of 54 feet ( $16^m5$ ), from a white iron column, 19 feet ( $5^m8$ ) in height, situated on Skhistó. *See* view facing this 25 page.

**Anchorage.**—The bay westward of Selíno Kastélli affords better anchorage than that on its eastern side, and, if taking temporary shelter from a northerly gale, should be used in preference. H.M.S. *Juno*, in 1905, anchored in the western bay in a depth of 9 fathoms 30 ( $16^m5$ ), with the chapel bearing  $059^{\circ}$  and the south-western extreme of the peninsula bearing  $166^{\circ}$ .

In the eastern bay, the depths are greater and the bottom, in the approach, steeper. This bay is preferable in summer, being sheltered from westerly winds. H.M.S. *Juno*, in 1905, found a berth here in a depth of 16 fathoms ( $29^m3$ ), with the chapel bearing  $328^{\circ}$  and the 35 south-eastern extreme of the peninsula bearing  $220^{\circ}$ .

**Coast.**—The coast between the eastern entrance point of the bay eastward of Selíno Kastélli and Cape Flomés, about  $2\frac{1}{2}$  miles further eastward, is fringed with rocks, both above water and sunken. Between Cape Flomés and Cape Mouros (Kavo Muros), about 15 miles 40 east-south-eastward, lofty ridges descend somewhat abruptly to the coast from the bold and bare peaks of the Madháres mountains, page 25, their lower and middle slopes being covered in places with forests of stunted fir and cypress trees. Souýia (Suia) bay is situated about 24 miles east-north-eastward of Cape Flomés. 45

The bays which exist at the mouth of every valley or gorge between Cape Flomés and Cape Mouros afford no anchorage for sailing vessels, but steam vessels may find temporary anchorage at distances of from  $1\frac{1}{2}$  to  $2\frac{1}{2}$  cables offshore at Áyios Kírkos (Agios Kyrkos) situated about  $1\frac{1}{4}$  miles north-eastward of Cape Flomés, and in Aýla Roumeli (Rumeli) 50 bay, about 9 miles further eastward.

Cape Mouros is the southern end of a small peninsula; Foinikiá (Phineka) bay, the entrance to which is about half a mile wide, lies on the western side of the peninsula. Between Cape Mouros and Cape

*Chart 2536a.*

Váttalos, a sloping projection, about  $3\frac{1}{2}$  miles eastward, there is a bight. Loutró (Lutro) bay is situated in the north-western portion of this bight and the town of Sfakiá (Sphakia) on the shore of the  
 5 north-eastern portion.

*Chart 217, plan of Port Lutro.*

**Loutró bay.**—**Caution.**—Loutró bay is entered between a point situated about 6 cables north-eastward of Cape Mouros and a point about three-quarters of a mile further eastward, and is situated  
 10 almost immediately under the highest part of Madháres. It is the only bay on the southern side of Kríti where a vessel would be secure in winter. The bay is open eastward, but it is sheltered southward by a rocky shoal extending east-south-eastward from the southern entrance point for about  $1\frac{1}{2}$  cables, and on which lies Loutró islet,  
 15 elevated 36 feet ( $11^m0$ ). The bay is represented to be safe in winter as the southerly winds seldom or never blow home against the precipitous mountains which rise above it, and the swell which then reaches the shore is not sufficient to cause any damage. The winds mostly to be feared in winter are the northerly gales, during which  
 20 the gusts descend from the mountains with great force.

The position of Loutró bay is best identified from seaward by the town of Sfakiá, 3 miles eastward, the houses of which can be seen several miles off, being the only town besides Ierápetra, page 32, standing immediately on the southern coast of Kríti. The mountains  
 25 also are less precipitous and elevated eastward of Loutró bay than those westward. See view on chart 217.

At the head of the bay is a narrow strip of shingle beach. A small reef, parts of which are above water, lies about half a cable northward of the southern entrance point and close offshore, and a rocky shoal,  
 30 near the southern end of which is an above-water rock, extends in a south-easterly direction for a short distance from a point on the northern side of the bay, situated about 2 cables northward of the southern entrance point; further eastward, the northern side of the bay is fringed in places by rocks both above water and sunken.  
 35 Owing to the imperfect nature of the survey, the plan on chart 217 should be used with caution.

**Light.**—A light (*Lat.*  $35^{\circ} 11' N.$ , *Long.*  $24^{\circ} 05' E.$ ) is exhibited, at an elevation of 29 feet ( $8^m8$ ), from an iron column on a hut, 19 feet ( $5^m8$ ) in height, near the summit of Loutró islet.

40 **Anchorage.**—Anchorage may be obtained by a small vessel in from 15 to 20 fathoms ( $27^m4$  to  $36^m6$ ), northward of Loutró islet.

*Chart 2536a, plan of Sphakia anchorage.*

**Sfakiá anchorage.**—Anchorage is indicated on the chart about half a mile north-westward of Cape Váttalos; H.M.S. *Minerva*, in  
 45 1905, anchored here, in a depth of 15 fathoms ( $27^m4$ ), sand and good holding ground, with Cape Mouros bearing  $265^{\circ}$ .

*Charts 2536a and 2836a.*

**Outlying islands.**—**Light.**—Gávdhos (Gavdo) (ancient *Clauda* and *Gozo* of the Middle Ages), an island, about 1,140 feet ( $347^m5$ ) high,  
 50 lies with Cape Padhouráki (Kavo Puduríki), its western extreme, about 20 miles southward of Cape Mouros; it is not very fertile and contains a small population under the government of Sfakiá.

The northern side of the island is low and shelving, and is fringed by a shore bank, from  $1\frac{1}{2}$  to 3 cables wide; a sunken reef, on which

*Charts 2536a and 2836a.*

are two islets, Práso and Gáidhoúri, extends for half a mile from the northern extremity. Two detached sunken rocks, with deep water around, lie beyond this reef at distances of a little under a mile and a little over a mile, respectively, from the same extremity. The depth 5  
over the southern rock is less than 6 feet (1<sup>m</sup>8) and that over the northern is 14 feet (4<sup>m</sup>3).

Cape Tripiti, the southern extreme, terminates the high cliffs forming the south-western coast; the cape is remarkable for three natural arches, perforated through its extremity, and has a small 10  
valley on its eastern side.

*Chart 2536a.*

A light (*Lat.* 34° 50' N., *Long.* 24° 04' E.) is exhibited, at an elevation of 1,181 feet (360<sup>m</sup>0), from a tower and dwelling, 46 feet (14<sup>m</sup>0), in height, situated on the south-western side of Gávdhos, about a mile 15  
south-eastward of Cape Padhouráki.

Gavdhopóula (Gavdo Pulo), an islet, 440 feet (134<sup>m</sup>1) high and steep-to, lies about 3½ miles north-westward of Gávdhos and is uninhabited. The passage between it and the sunken rocks off the northern extremity of Gávdhos is clear of danger. 20

**Coast.**—The southern coast of Kríti, between Cape Váttalos, page 28, and Cape (Kavo) Mélissa, about 22 miles east-south-eastward, has several indentations and bays lying at the mouths of precipitous valleys, off some of which anchorage can be found, but that of the bays eastward and westward of Frangokástello (Franko castelli) and 25  
Pláka bay, are the most suitable. This portion of the coast, however, is not inviting, as the squalls which descend from the gorges with strong northerly gales are very violent.

Frangokástello, about 5 miles eastward of Cape Váttalos, is a ruined Venetian fort situated on a low projection off which, a reef, 30  
forming a natural mole, extends in a south-easterly direction for about 6 cables; a detached rock, with a depth of less than 6 feet (1<sup>m</sup>8) over it, lies off the north-eastern side of the outer end of this reef, and about a cable offshore. Káto, a small group of islets lie off Frangokástello, the southernmost at a distance of about 3 cables; one of these islets 35  
is 3 feet (0<sup>m</sup>9) high. In summer, small craft, with local knowledge, may find shelter in the small bay northward of the reef, where there are depths of from 2 to 3 fathoms (3<sup>m</sup>7 to 5<sup>m</sup>5).

Pláka bay is entered between Cape Kakomóuri (Kako Muri), a projection about 8 miles eastward of Frangokástello, and a point about 40  
1½ miles north-north-westward. Above-water and sunken rocks extend about 2 cables south-westward from a point about one mile northward of Cape Kakomóuri.

**Off-lying islands.**—The two Paximádhia islands, 1,160 feet (353<sup>m</sup>6) high, lie close together, in the approach to Messará bay, about 5½ miles 45  
southward of Cape Mélissa; they are surrounded by deep water and afford no shelter or anchorage.

**Messará bay.**—This bay is entered between Cape Mélissa and Cape Líthinos (Littinos), about 14 miles south-eastward. From Cape Mélissa the northern side of the bay trends eastward for about 6½ miles 50  
to Ayía Galíni bay. Erimópolis, where landing can be effected, is situated at the head of Ayía Galíni bay; this bay is the outlet of the Amarion valley, which runs half way across the island at the western base of Psiloríti, page 25. From Erimópolis, the coast trends south-

*Chart 2536a.*

eastward for  $2\frac{1}{2}$  miles to the north-western end of the Plain of Messará ; the village of Dhiváki (Dibaki) is situated on the plain, about a mile inland.

- 5 From the north-western end of the Plain of Messará, the shore of the bay trends south-south-eastward, and for 5 miles is low, with a clean sandy bottom lying off it, at a distance of about a mile. From a position about 5 miles northward of Cape Líthinos, the coast turns abruptly westward for half a mile and then trends southward towards  
10 that cape. This latter part of the coast consists of low white cliffs ; there is a landing place where the coast turns westward, the road therefrom running up the face of the cliff at a steep angle. Mátala bay (*Lat.  $34^{\circ} 59' N.$ , Long.  $24^{\circ} 46' E.$* ), described below, is situated about  $4\frac{1}{2}$  miles northward of Cape Líthinos.

*15 Chart 2536a, plan of Port Mátala.*

- The entrance to Mátala bay, which is open westward, is about  $1\frac{1}{2}$  cables wide ; cliffs extend along both sides of the bay for about the same distance, those on the northern side being elevated about 150 feet ( $45^m7$ ) and those on the southern side 42 feet ( $12^m8$ ) ; these  
20 cliffs are perforated with tombs, some of which are below sea-level. There is a landing place on the southern side of the cove, with steps cut in the rock. Depths of less than 3 fathoms ( $5^m5$ ) extend from the head of the harbour for three-quarters of a cable.

*Chart 2536a.*

- 25 Cape Líthinos is a bold and well-defined headland, distinguished by a high wedge-shaped cliff, the cape forming the acute angle of the wedge. It is the western extreme of a range of mountains, of which Mount Kófinos, page 31, is the summit.

- Lights.**—A light is exhibited, at an elevation of 120 feet ( $36^m6$ ),  
30 from an iron column on a hut, 19 feet ( $5^m8$ ) in height, at Erimópolis, in Aylá Galíni bay.

A light (*Lat.  $34^{\circ} 55' N.$ , Long.  $24^{\circ} 45' E.$* ) is exhibited, at an elevation of 108 feet ( $32^m9$ ), from a white metal tower, 13 feet ( $4^m0$ ) in height, on Cape Líthinos.

- 35 **Anchorages.**—Anchorage may be obtained in any part of Messará bay. There is good anchorage in the approach of Mátala bay, in a depth of 14 fathoms ( $25^m6$ ), fine sand, with the northern entrance point bearing  $100^{\circ}$ , distant 4 cables, the depths decreasing gradually towards the shore.

*40 Charts 2536a and b.*

- Winds.**—The swell from a sea breeze or westerly wind often renders communication with the shore of Messará bay difficult, and the squalls from Psiloríti, with northerly gales, strike the bay with great violence. Their coming or continuance is indicated by a fleecy bank of white  
45 clouds, which then envelops the summit of Psiloríti and some of the neighbouring peaks.

*Charts 2536a and 2724, plan of Kalo Limniones.*

- Coast.**—**Off-lying islets.**—The southern entrance point of Kalólimniónes bay lies about  $3\frac{1}{2}$  miles eastward of Cape Líthinos, the  
50 coast between being indented by small bays separated by projections. Papadhóplaka (Papado Plaka), an islet, with a 5-fathom ( $9^m1$ ) patch about three-quarters of a cable northward of its north-eastern end, lies about  $2\frac{1}{2}$  miles eastward of Cape Líthinos and a quarter of a mile offshore. Megálo, an islet 196 feet ( $59^m7$ ) high, lies half a mile east-

*Charts 2536a and 2724, plan of Kalo Limniones.*

north-eastward of Papadhóplaka and about a cable offshore, the passage between it and the coast being obstructed in the centre by a shoal, over which there is a depth of  $2\frac{1}{2}$  fathoms ( $4^m1$ ). Áyios Pávlos (St. Paul) islet is separated from the southern entrance point of Kalóí-limniónes bay by a deep, narrow and clear passage. 5

Kalóí-limniónes bay, the "Fair Havens" whence St. Paul sailed previous to his shipwreck at Malta, is a small bay open eastward, but partially sheltered by Megálo and Áyios Pávlos islets. The site of the ancient town of Lassaía (*Lasea* or *Thalassa*) is situated at the north-eastern end of the bay, about three-quarters of a mile north-eastward of Áyios Pávlos islet. An ancient mole extends for a short distance in a south-easterly direction from the coast at Lassaía. A shoal, with depths of less than 5 fathoms ( $9^m1$ ) over it, extends offshore, southward of Lassaía, for about 2 cables; Tráfo (Trapho), an islet 106 feet ( $32^m3$ ) high, lies on the south-eastern side of this shoal, close off the mole, with a boat passage between. 15

There is a remarkable triangular cliff about 4 cables westward of Tráfo, off which is a reef, on which there are some above-water rocks, extending southward for  $1\frac{1}{2}$  cables from its base; on the western side of this cliff is a valley. 20

The north-western side of Kalóí-limniónes bay is fringed by rocks, both above-water and sunken, the positions of which can best be seen on the chart. Mávro, an islet, 36 feet ( $11^m0$ ) high, is a steep black rock situated in the middle of the bay, about 2 cables northward of the north-eastern end of Áyios Pávlos islet (*Lat.  $34^{\circ} 55' N.$ , Long.  $24^{\circ} 49' E.$* ). 25

**Anchorage.**—The anchorage in Kalóí-limniónes bay is preferred to that in Messará bay, page 30, as it has better protection during northerly gales; there is often a moderate and steady breeze blowing here at a time when there is a strong wind in Messará bay, especially in the early morning. Anchorage may be obtained during all westerly or northerly winds, in depths of from 10 to 20 fathoms ( $18^m3$  to  $36^m6$ ), between Áyios Pávlos and Mávro islets. In 1905, anchorage was found in a depth of 9 fathoms ( $16^m5$ ), with the north-eastern extreme of Áyios Pávlos islet bearing  $175^{\circ}$ , distant one cable. 35

*Charts 2536a and b.*

**Coast.—Aspect.**—Between Tráfo and Cape Kefála, about  $4\frac{1}{2}$  miles eastward, the coast is fringed by sunken rocks lying close offshore.

Cape Kefála (Kephala) is a conspicuous headland, and from certain views bears a resemblance to a crouching lion. The ruins of Leda (ancient *Lebina*) lie above the shore of a cove, immediately on the eastern side of this headland, off which there is an anchorage in depths of from 10 to 12 fathoms ( $18^m3$  to  $21^m9$ ). Ksimithomuri, an islet, lies close off the eastern entrance point of this cove. 45

*Chart 2536b.*

From Cape Kefála the coast trends eastward  $2\frac{1}{2}$  miles to Cape Trékala, thence a further 6 miles to Cape Martélos, Cape Kókkionon (Kokinexo) being situated about midway between the two latter.

Mount Kófinos (Kophino), the summit of a range of mountains running parallel with this part of the coast about 2 miles inland, lies about 8 miles eastward of Cape Kefála; it terminates in a remarkable horn or pointed crag, 4,101 feet ( $1,251^m0$ ) high, which forms a good landmark, see view on chart.

*Charts 2836a, 2603, 2606, 2158b, 449.*



*Chart 2536b.*

Between Cape Martélos (*Lat. 34° 56' N., Long. 25° 06' E.*) and Alikapoúnda (Alikaporitha),  $4\frac{1}{2}$  miles eastward, there is a bight. Tsoútsouros (Sudsuro) bay is entered between Cape Tsoútsouros, situated about 4 miles east-north-eastward of Alikapoúnda, and Karasah point, about  $1\frac{1}{2}$  miles further east-north-eastward. At the head of Tsoútsouros bay there is a gap between the eastern end of the Mount Kófinos range and the mountains of the Lasíthi (Lasethe) district, eastward.

- 10 **Tsoútsouros bay.**—A bank, with depths of less than 5 fathoms ( $9^m1$ ) over it, extends from the northern side of this bay for a distance of as much as 3 cables in places. The mouth of a rivulet, which flows through a gorge and off which there is a patch of shingle, is situated about a mile westward of Karasah point and the mouth of the Anapod-  
15 hárís (Anapodari) river, a larger stream, flowing from the Plain of Messará, page 30, lies about a mile eastward of the same point.

Tsoútsouros bay is subject to strong winds during the northerly winds of the summer season which blow across the island through the gap between the mountains, mentioned above; the squalls,  
20 however, are not so violent as to render the anchorage off the bay unsafe. Under the mountains westward the winds are less steady, and the gusts more violent in consequence, than under the mountains in the Lasíthi district, where it is generally calm with northerly winds, the calm extending offshore for a distance of 5 or 6 miles, sometimes  
25 further, beyond which there is a steady breeze.

**Anchorage.**—Tsoútsouros bay affords anchorage, in depths of from 7 to 10 fathoms ( $12^m8$  to  $18^m3$ ), a quarter of a mile southward of the patch of shingle at the head of the bay, previously mentioned.

**Coast.**—Keratókambos (Keraton) bay lies between the mouth of  
30 the Anapodhárís river and a point about 4 miles eastward. A coastal bank, with depths of less than 5 fathoms ( $9^m1$ ) over it, nearly 4 cables wide in places, extends off the shores of the bay; on this bank, about  $1\frac{1}{2}$  miles eastward of the western entrance point of the bay, there is an above-water rock with sunken rocks around it. Keratókambos bay  
35 affords a more spacious anchorage than Tsoútsouros bay, but is not so well sheltered from westerly winds and swell.

From the eastern entrance point of Keratókambos bay, the coast trends eastward for a distance of 16 miles to Ierápetra (Hierápetra) (*Lat. 35° 00' N., Long. 25° 45' E.*); Cape Sidhonía (Sidonia) and Cape  
40 Theófilos (Theopilo) lie at distances of about  $12\frac{1}{2}$  and  $11\frac{1}{2}$  miles, respectively, westward of the latter. This stretch of coast is fringed by above-water and sunken rocks lying close offshore.

**Danger.**—Kaloyéroi reefs, with depths of less than 6 feet ( $1^m8$ ) over them, lie on the southern end of a projection in the coastal bank  
45 extending offshore for nearly a mile, about  $4\frac{1}{2}$  miles westward of Ierápetra. These reefs should be given a wide berth.

*Chart 2715, plan of Hierápetra.*

**Ierápetra.**—**Anchorage.**—Ierápetra, is a town situated on a small plain, projecting a short distance from the general line of the coast.  
50 It was the site of the ancient city of *Hierapytna*, which attained some size and importance in the time of the Romans, and had an artificial port formed by two moles from rude blocks of stone, but these are now in partial ruins and the port for the most part filled up; there is, however, a quay at the inner end of the northern mole.

*Chart 2715, plan of Hierápetra.*

A wall with towers, encloses the town on the landward side, and a small Venetian fort stands southward of the town on the extremity of the projection mentioned above.

Ierápetra is connected with the general telegraph system. The population, in 1928, was 3,611. 6

The bay on the eastern side of the town affords anchorage in depths of from 5 to 6 fathoms (9<sup>m</sup>1 to 11<sup>m</sup>0) on a clear sandy bottom, during northerly and north-westerly winds, but it is open and unsafe with southerly winds. 10

**Light.**—A light (*Lat.* 35° 00' N., *Long.* 25° 45' E.) is exhibited, at an elevation of 49 feet (14<sup>m</sup>9), from a white iron beacon, on the south-eastern corner of the fort at Ierápetra.

*Chart 2536b.*

**Off-lying island.**—**Anchorage.**—The north-eastern extreme of 15 Gaídhouri (Gaidaro-nisi), an island, is situated about 7 miles southward of Ierápetra. The island rises from a bank, over which the depths are less than 100 fathoms (182<sup>m</sup>9), and is surrounded by a coastal bank, with depths of less than 5 fathoms (9<sup>m</sup>1) over it, which is nearly half a mile wide on its northern side and narrow on its southern side; 20 Mikró, a conical islet, higher than the larger island, lies off the eastern end of Gaídhouri, separated by a shallow passage, about 4 cables wide.

In southerly winds, the best anchorage off these islands is in a depth of about 8 fathoms (14<sup>m</sup>6), with the north-eastern extreme 25 of Gaídhouri bearing 221° and Mikró bearing 158°; the bottom is fine sand, but holds well if sufficient cable is veered. In this position, if the wind shifts to a north-westerly or northerly direction, it would be practicable for a sailing vessel to put to sea.

Anchorage in a south-easterly or southerly gale may be had off 30 the northern side of Gaídhouri in depths of from 10 to 12 fathoms (18<sup>m</sup>3 to 21<sup>m</sup>9) on a clean white sandy bottom, not less than half a mile offshore. As soon as the wind veers westward or north-westward, a vessel should be prepared to weigh.

**Coast.**—**Dangers.**—Cape Ierápetra (Girapetra) is situated about 1½ miles eastward of Ierápetra. Between a point, about 2 miles eastward of Cape Ierápetra and the western entrance point Makrís Yialós (Makri-Yalo) bay, about 10½ miles eastward, there is a bight. This stretch of coast is fringed by a narrow bank on which are rocks, both above-water and sunken. Fotiá (Photia-nisi), an islet, 30 feet (9<sup>m</sup>1) 40 high and surrounded by rocks, lies 5 miles eastward of Cape Ierápetra and about 3 cables offshore; Ayía Iríni (Agio Irini), an islet lying close off the western entrance point of a small bay, lies about 5 miles further eastward. A detached rock, with less than 6 feet (1<sup>m</sup>8) over it, lies about a mile westward of the western entrance point of Makrís Yialós 45 bay and nearly half a mile offshore.

Makrís Yialós bay lies between the above-mentioned point and Cape Góúdhoura (Guderú), a steep headland, about 3½ miles east-south-eastward. A large monastery surrounded by a high white wall, which is conspicuous, is situated on the eastern side of the mouth of 50 the river which flows into the bay 2½ miles north-westward of Cape Góúdhoura (*Lat.* 35° 00' N., *Long.* 26° 07' E.). A detached 7-fathom (12<sup>m</sup>8) patch lies in the approach to the bay, about half a mile southward of its western entrance point.

*Charts 2836a, 2606, 2158b, 449.*

*Chart 2536b.*

- Koufonísi strait.—Dangers.**—Koufonísi strait (Kupho channel) separates Koufó (Kupho-nisi) and the islets close off it from the southern coast of Kríti; its navigable channel is  $1\frac{1}{2}$  miles wide between Práso (Prassu-nisia), an islet, 12 feet (3<sup>m</sup>7) high, lying close offshore on the northern side, about 8 cables eastward of Cape Góúdhoura and Spóngoi (Sponge) reefs on the southern side. There is a group of above-water and sunken rocks about a quarter of a mile westward of Práso and 2 cables offshore.
- 10 Koufó, an island, is 212 feet (64<sup>m</sup>6) high and is remarkable for its white cliffs, which are not seen elsewhere in this part of Kríti. Two islets, Makrouló and Strongiló, elevated 40 feet (12<sup>m</sup>2) and 60 feet (18<sup>m</sup>3), respectively, lie off the northern extreme of Koufó; a rock, about 10 feet (3<sup>m</sup>0) high, lies close northward of Strongiló. Three
- 15 detached rocks, with depths of less than 6 feet (1<sup>m</sup>8) over them, forming Spóngoi reefs, extend for a distance of about 4 cables further northward; the northernmost of these rocks, lies about  $1\frac{1}{2}$  miles northward of the northern extreme of Koufó. Shag rock, above water, with two sunken rocks close north-westward, lies about 3 cables
- 20 northward of the eastern extreme of Koufó, and Trákhilos (Trachilo), an islet, lies close off the southern extreme of the same island. The south-eastern side of Koufó is fringed by sunken rocks lying close offshore and the western side is indented and has sunken rocks lying a short distance off it in places.
- 25 On the northern side of Koufonísi strait, there is a bight between a point, situated about  $2\frac{1}{2}$  miles east-north-eastward of Cape Góúdhoura and a point about 3 miles further east-north-eastward. Koumeli (Kumeleè), an islet with a reef extending for a short distance from its southern side, lies close off the last-mentioned point.
- 30 In northerly winds, sailing vessels should not approach the south-eastern coast of Kríti within a distance of about 5 miles, nor attempt to pass through Koufonísi strait, as the squalls from the mountains are then very violent.
- For the description of the eastern coast of Kríti, *see* page 53.
- 35 **Light.**—A light (*Lat.*  $34^{\circ} 56' N.$ , *Long.*  $26^{\circ} 09' E.$ ) is exhibited, at an elevation of 252 feet (76<sup>m</sup>8), from a cylindrical concrete tower and dwelling, 40 feet (12<sup>m</sup>2) in height, on the summit of Koufó.
- Caution.**—Sailing vessels are recommended not to anchor northward of Koufó during a southerly gale as the wind often shifts suddenly
- 40 northward.

*Chart 2536a.*

- WESTERN COAST.—General description.**—From abreast Élafos, page 26, to Cape Vouxa (Busa), 22 miles northward, the western coast of Kríti is indented by several small bays and is, for
- 45 the most part, fringed by above-water and sunken rocks lying close offshore.
- There is a bight between Koutrí (Kutri) point, which is clifty, situated about  $7\frac{1}{2}$  miles southward of Cape Vouxa and a point about  $2\frac{1}{2}$  miles further southward. Práso (Praso Nisi) (*Lat.*  $35^{\circ} 28' N.$ , *Long.*  $23^{\circ} 33' E.$ ) and two other islets, all surrounded by sunken rocks, lie
- 50 about 3 and 8 cables, respectively, north-north-eastward of the southern entrance point of this bight, on the coastal bank which extends offshore here for about half a mile.

*Charts 1685, 2836a, 2603, 2606, 2158b, 449.*

*Chart 217, plan of Kutri.*

The two Petalídhēs islets lie in the northern part of the above-mentioned bight; the northern and larger of these islets lies with its northern extreme about 2 cables southward of Koutrí point, the passage between, only suitable for boats, being contracted to a width of about a cable by the rocky shoals extending from both sides. The Petalídhēs are connected to the coast north-eastward by a shoal, with depths of less than 5 fathoms (9<sup>m</sup>1) over it, on which is a rock, with 3 fathoms (5<sup>m</sup>5) over it, situated about a cable eastward of the northern end of the northern islet.

Koutrí rocks, partly awash, lie with their southern end about 6 cables south-south-westward of Koutrí point and are separated from the reef extending southward of the Petalídhēs by a deep, narrow channel.

A rock, awash, lies about half a mile south-eastward of Koutrí point on the outer edge of the bank, with depths of less than 3 fathoms (5<sup>m</sup>5) over it, which extends off the north-eastern side of the bight, in places, for over a cable.

Within Koutrí point are some remains of the ancient town of *Phalasarna* (Lat. 35° 30' N., Long. 23° 34' E.). See view on chart 217.

**Anchorage.—Caution.**—Anchorage is indicated on the chart about half a mile southward of Koutrí point and eastward of Koutrí rocks, in a depth between 11 and 16 fathoms (20<sup>m</sup>1 and 29<sup>m</sup>3); in depths of less than 12 fathoms (21<sup>m</sup>9) the bottom is chiefly rocky, interspersed with patches of sand.

Owing to the imperfect nature of the survey the plan should be used with caution.

*Chart 217, plan of Grabusa.*

**Coast.**—From Koutrí point to Cape Voúxa the coast forms the western side of a promontory, the summit of which is 2,560 feet (780<sup>m</sup>3) high and is situated about 5 miles southward of Cape Voúxa. The peninsula of Tigáni juts out in a north-westerly direction from a point about 3 miles southward of Cape Voúxa; a reef, on which there are rocks both above-water and sunken, extends north-westward from this peninsula for about a quarter of a mile.

Grabóusa (Grabusa), one of the Korikíaf islands, 450 feet (137<sup>m</sup>2) high and precipitous, lies, in the approach to the bay between Tigáni and Cape Voúxa, with its northern end about a mile south-westward of the latter. Grabóusa is surmounted by an old Venetian fortress, which renders the islet very conspicuous from westward. A reef, parts of which are awash, extends from the southern extreme of the islet for about 3½ cables, and a sunken reef extends for about a cable from the eastern end of the islet.

Grabóusa harbour is formed between Grabóusa on the northern side, Tigáni on the western side and the above-mentioned promontory on the eastern side. A bank, on which there are depths of 2 fathoms (3<sup>m</sup>7), with a black rock, above water, near its western edge, extends for about 3 cables from the eastern side of the harbour, from a point about three-quarters of a mile south-eastward of Grabóusa; the channel between this bank and the reef extending off the eastern end of Grabóusa is about 3 cables wide and forms the northern and safer entrance into the harbour. The southern entrance is only 1½ cables wide between the reef extending southward of Grabóusa and a shoal, with a depth of 5 fathoms (9<sup>m</sup>1) over it, which extends 1½ cables from

*Charts 2536a, 1685, 2836a, 2603, 2158b, 449.*

*Chart 217, plan of Grabusa.*

the north-eastern side of the reef extending north-westward from Tigáni.

The bottom of the harbour is composed of a thin layer of sand over rock, and affords no secure hold nor does the anchorage afford safe shelter during violent westerly gales; it is therefore not recommended as an anchorage in south-westerly gales. The best shelter is with the eastern extreme of Graboúsa in line with the centre of Ágria Graboúsa, another of the Korikíai islands, and between the former and the black rock, previously mentioned, lying about 2 cables from the eastern side of the harbour.

Ágria Graboúsa is a bold and barren island on the south-eastern side of Andikíthirai strait, page 75; its south-eastern end is separated from Cape Voúxa by a passage 4 cables wide, but the navigable channel is reduced to a width of less than 2 cables by a reef extending  $1\frac{1}{2}$  cables from the south-eastern end of the island, and a 3-fathom ( $5^m5$ ) bank extending nearly three-quarters of a cable from Cape Voúxa.

**Caution.**—Owing to the imperfect nature of the survey, the plan should be used with caution.

**Light.**—A light (*Lat.*  $35^{\circ} 39' N.$ , *Long.*  $23^{\circ} 34' E.$ ) is exhibited, at an elevation of 354 feet ( $107^m9$ ), from a white iron beacon, with a red band and a masonry base, 10 feet ( $3^m0$ ) in height, near the north-western extremity of Ágria Graboúsa.

*Chart 2536a.*

**Outlying islands.**—Pondikó, 732 feet ( $223^m1$ ) high, is the only outlying island off the western coast of Kríti, and lies on the eastern side of the southern approach to Andikíthirai strait, about 6 miles south-westward of the north-western extreme of Ágria Graboúsa. The island is steep-to and has no anchorage.

*Charts 2536a and b.*

**NORTHERN COAST.**—**General remarks.**—The northern coast of Kríti is indented by bays of considerable extent, especially at its western and eastern ends, and contains all the principal ports and harbours in the island; there are few outlying dangers and, generally speaking, depths of 100 fathoms ( $182^m9$ ) lie about 4 miles from the coast except near the projecting capes, where they seldom exceed a distance of  $1\frac{1}{2}$  miles offshore.

*Charts 2536a and 217, plan of Grabusa.*

**Gulf of Kíssamos.**—The Gulf of Kíssamos (Kisamo bay) is entered between the north-western extreme of Ágria Graboúsa (*Lat.*  $35^{\circ} 39' N.$ , *Long.*  $23^{\circ} 34' E.$ ) and Cape Spátha (Spada), about 8 miles east-north-eastward. The western side of the bay is formed by the promontory mentioned on page 35, and the eastern side by a remarkable promontory which extends northward from the general line of the coast.

Cape Spátha, the northern extreme of Kríti and the termination of the above-mentioned promontory, can easily be distinguished by a small cone-shaped hillock, like a tumulus, which stands over its bluff extremity; the latter rises steeply to an elevation of 1,200 feet ( $365^m8$ ). The general elevation of the promontory is about 1,800 feet ( $548^m6$ ), but the ancient *Tityrus* mountain, its summit, situated about  $5\frac{1}{2}$  miles southward of Cape Spátha, is 2,500 feet ( $762^m0$ ).

*Charts 1685, 2836a, 1800, 2603, 2158b, 449.*

*Charts 2536a and 217, plan of Grabusa.*

Áyios Pávlos (Agio Paolo), where there is a small projection with a depth of  $1\frac{1}{2}$  fathoms ( $2^m7$ ) close off it, lies on the eastern side of the Gulf of Kíssamos, about 6 miles southward of Cape Spátha, and Cape Trínisa (Tranisa), is situated about 4 miles further southward. 5

On the western side of the Gulf of Kíssamos, Áyios Sóstis is a small indentation about  $2\frac{1}{2}$  miles southward of Cape Voúxa; small vessels with local knowledge can find shelter here.

*Chart 2536a.*

At the head of the Gulf of Kíssamos, there is a marshy plain with a sandy shore, southward of which there are gently sloping ridges on which are several villages. The town of Kastéli, near which there is a dilapidated Venetian fortress, is situated about 6 miles south-south-eastward of Áyios Sóstis. The fortress stands over a cliff upon the site of an ancient town, and an ancient mole, which formed the old port of Kíssamos is visible to a height of nearly 20 feet ( $6^m1$ ), but the harbour is choked with sand which almost dries. 10 15

A low rocky ledge, with sunken rocks on both sides, and terminating in Cape Nisi, extends offshore in a northerly direction, from a point about  $1\frac{1}{2}$  miles north-westward of Kastéli; a shoal, with depths of from 2 to 5 fathoms ( $3^m7$  to  $9^m1$ ) over it, extends northward of Cape Nisi for about half a mile. A bay, known as Mesóyia anchorage, the shores of which are fringed with sunken rocks, lies in the south-western part of the Gulf of Kíssamos, westward of the above-mentioned ledge. 20 25

**Anchorage.**—Being open northward, the Gulf of Kíssamos is not recommended as an anchorage for sailing vessels, the bottom being generally sandy and the holding ground bad. Should a vessel, however, be embayed between the promontories forming the gulf during a northerly gale, anchorage may be obtained in the south-eastern part, off Cape Trínisa, in a depth of not less than 17 fathoms ( $31^m1$ ), where the bottom is muddy and more tenacious than elsewhere. 30

**Bay of Khanía.**—**General description.**—The Bay of Khanía (Canea) is entered between Cape Spátha and Cape Tripiti, about 20 miles east-south-eastward, *see* view on chart 2536a. 35

On the western side of the Bay of Khanía, Kantziliéris, a roadstead at the mouth of a rocky glen, where small craft, with local knowledge, can sometimes obtain shelter by securing under its northern cliff, is situated about  $2\frac{1}{2}$  miles south-eastward of Cape Spátha. The coast of the bay trends southward from Kantziliéris for about 7 miles and then turns eastward. 40

On the south-eastern side of the bay, Cape Tripiti, a bluff headland, is the northern extreme of the peninsula of Akrotíri, the ancient *Kyamon* promontory, which is joined to the mainland by an isthmus, separating the Bay of Khanía from Souída bay, south-eastward. The peninsula has an elevated plateau in the centre, round which are several villages; its summit, Mount Sklópa (Viglia), cone-shaped and 1,745 feet ( $531^m9$ ) high, is situated about 4 miles south-south-eastward of Cape Tripiti (*Lat.  $35^\circ 36'$  N., Long.  $24^\circ 08'$  E.*). 45

Koúni-limáni (Kuni liman), an indentation with a roadstead, lies about 2 miles westward of Cape Tripiti, and Cape Mavromoúri, which is low, about  $3\frac{1}{2}$  miles west-south-westward of the same cape. A ledge of rocks and foul ground extends about half a mile northward from a point situated about a mile north-north-eastward of Cape 50

*Chart 2536a.*

Mavromóuri; with this exception Akrotíri is steep-to on all sides. The land eastward of Cape Mavromóuri is bold and elevated. In strong northerly winds, a wide berth must especially be given to this part of the coast in consequence of the uncertain set of the currents and the heavy swell.

Kalathá bay is entered between Cape Mavromóuri and a point about  $1\frac{1}{2}$  miles south-westward.

The town of Khaniá, page 39, is situated on a low portion of the coast at the eastern end of the head of the Bay of Khaniá, about  $2\frac{1}{4}$  miles south-westward of the south-western entrance point of Kalathá bay. The town can be distinguished at a distance of 9 or 10 miles, *see* view on chart 2536a.

Southward of Khaniá are the lofty Madháres mountains, page 25; they retain snow on some of their peaks during a great part of the year and are a broad mass of barren crests showing a serrated outline, without any remarkable feature or peak as a defined summit when seen from north-westward. Áyion Pnévma, 7,650 feet (2,331<sup>m</sup>7) high, although not the summit, is one of the eastern and most easily distinguished peaks from its somewhat conical form. The Málaxa and Thérison ridges are spurs extending northward from the Madháres mountains, at the base of which lies Soudha bay.

The head of the bay westward of Khaniá is fringed by a coastal bank about half a mile wide, on which lie above-water and sunken rocks; an islet, 40 feet (12<sup>m</sup>2) high, lies near the edge of this bank, about half a mile westward of Khaniá. The larger of the two Áyioi Theódhoroi (Theodoro) islets (*Lat.*  $35^{\circ} 32' N.$ , *Long.*  $23^{\circ} 56' E.$ ), 540 feet (164<sup>m</sup>6) high and barren, lies 4 miles westward of Khaniá, separated from the coast by a channel about half a mile wide, which is obstructed by rocky patches; the smaller of these two islets lies close off the northern side of the larger.

**Abnormal variation.**—Abnormal variation of the compass has been experienced off Akrotíri.

*Chart 1658, plan of Canea.*

**Khaniá harbour.**—This harbour is formed partly by a ledge of rocks, lying parallel with the coast, on which a mole has been built which extends for a short distance beyond it. A sea-wall or parapet, with a ruined fort in its centre, has been built on the mole. The mole extends from the north-eastern bastion of the town wall towards the north-western bastion, leaving a channel, about a quarter of a cable wide, between the latter bastion and the end of the shoal, with depths of less than 5 fathoms (9<sup>m</sup>1) over it, which extends for a short distance from the western extreme of the mole. Southward of the entrance, the depths in the harbour decrease rapidly.

Within, the harbour is divided into two portions by two short moles, one extending from a point on the mole, previously mentioned, about a cable eastward of its western end, and the other from a point on the southern side of the harbour opposite it, leaving a passage less than half a cable wide. The western portion has the greater depths but it is much exposed, during northerly gales, to an inconvenient and dangerous swell; the eastern portion is known as the Venetian harbour. An area in the harbour, indicated on the chart by pecked lines, was dredged, in 1939, to a depth of 15 feet (4<sup>m</sup>6). In the same year, another area, in the vicinity of the custom-house, was dredged to

*Charts 2536a, 2836a, 2603, 2158b, 449.*

*Chart 1658, plan of Canea.*

a depth of 11 feet (3<sup>m</sup>4). The custom-house and the harbour-master's office are situated on the southern side of the eastern portion. See view of Khaniá on chart 2536a.

**Caution.**—It is impracticable to enter the harbour with a strong northerly breeze, and vessels are recommended not to enter at any time without local knowledge.

**Lights.**—A light (Lat. 35° 31' N., Long. 12° 01' E.) is exhibited, at an elevation of 75 feet (22<sup>m</sup>9), from a white tower 52 feet (15<sup>m</sup>8) in height, on the mole head on the eastern side of the entrance to Khaniá harbour.

A light is exhibited from each mole head at the entrance to Venetian harbour.

*Chart 1658.*

**Anchorage.**—The best holding ground is in depths of over 20 fathoms (36<sup>m</sup>6); sailing vessels should therefore not anchor in less than that depth. Steam vessels anchoring closer in, should avoid a rocky patch, with from 17 to 18 fathoms (31<sup>m</sup>1 to 32<sup>m</sup>9) over it, situated about half a mile north-north-westward of the lighthouse on the head of the mole.

Anchorage is prohibited off Khaniá eastward of a line, indicated on the chart, drawn northward from the north-eastern bastion of the town, on account of telegraph cables.

It is not safe for a sailing vessel to remain with rapidly rising barometer, during or immediately after a south-westerly gale, or with a gale threatening from northward; under these circumstances, the shelter of Souðha bay, described below, should be obtained. In case of necessity, a sailing vessel can, however, anchor under the north-eastern extreme of the larger of the Áyioi Theódhoroí islets.

**Khaniá.**—This town (ancient *Kydonia*) is the capital of Kríti; the district of Khalépa (Kalepa) extends eastward of the town.

In 1928, the population of Khaniá was 26,604. A British Consular officer resides here.

**Communications.**—Khaniá is connected with the general telegraph system. Khaniá is in frequent steamer-communication with other ports on the northern coast of Kríti, and in regular steamer communication with the Piraiévs and Alexandria.

**Trade.**—The principal imports are calico, leather, sugar, rice, iron, coal, &c. The principal exports are olive oil, soap, carobs, &c.

*Chart 2536a.*

**Coast.**—Cape Maléka (Lat. 35° 35' N., Long. 24° 10' E.), a bluff headland and the north-eastern extreme of Akrotíri, lies 2½ miles east-south-eastward of Cape Tripití, page 37.

*Chart 1658.*

From Cape Maléka the coast trends south-eastward for about 3 miles to Shaitan liman, and then south-south-westward for a further 2½ miles to Cape Próto, the south-eastern extreme of Akrotíri. Mount Sklópa, which lies about 3 miles northward of Cape Próto, is mentioned on page 37.

**Souðha bay.**—Souðha (Suda) bay lies southward of Akrotíri and is one of the safest and most capacious harbours in the Levant; the entrance lies between Cape Próto and Cape Dhrépanos (Drepano), 3½ miles south-eastward. On each side of the bay there are steep,



*Chart 1658.*

sterile hills, and the plain of Kahniá extends westward from its head. The bay provides shelter in northerly gales.

- On the northern side of the entrance to Soúdha bay, Palaiósoudha  
 5 (Manati), an islet which is low, lies with its northern end about a cable southward of Cape Próto. An islet lies close off the south-western end of Palaiósoudha; these islets lie in the northern approach to a bight between Cape Próto and Deutero point, about a mile south-westward; the northern part of this bight is shallow.
- 10 In 1928, there was a conspicuous wreck close south-westward of Deutero point.

- On the southern side of the entrance to Soúdha bay, Cape Dhrépanos is a bold headland rising to a table-land, elevated 1,830 feet (557<sup>m</sup>8), about 1½ miles southward, which is a good landmark for distinguishing  
 15 the entrance. Cape Dhrépanos terminates in a rocky tongue; shoal water extends in a north-easterly direction, for a distance of about 3 cables, from Cape Dhrépanos lighthouse.

- Between Cape Dhrépanos and Cape Soúdha (Suda), about 4½ miles westward, there is a bight, the western portion of which is Kalívia bay.  
 20 A shallow coastal bank, on which there are rocks both above-water and sunken, extends from the southern and south-western sides of Kalívia bay for a distance of as much as 3 cables in places; an islet lies on the edge of this bank about 2½ miles south-eastward of Cape Soúdha (*Lat.* 35° 26' N., *Long.* 24° 10' E.).

- 25 Palaiokástron (Paleokastron) is situated, on a hill, about half a mile south-westward of Cape Soúdha, and the ruins of an ancient mole, over which there are depths of from 6 to 10 feet (1<sup>m</sup>8 to 3<sup>m</sup>0), extend about 1½ cables northward of the cape.

- The northern side of Soúdha bay is fairly steep-to between Deutero  
 30 point and the eastern entrance point of Spartea cove, about 3 miles westward. A small cove, situated about 1½ miles westward of Deutero point, is only accessible to boats on account of a shingle bar across its entrance.

- Soúdha (Suda) islet, on which is a ruined fort, lies about a mile  
 35 west-south-westward of Deutero point, and is separated from the northern shore of the bay by a channel 2½ cables wide; this channel is obstructed by a reef, with an above-water rock on it, which lies nearly in the middle of the fairway. Soúdha islet is surrounded by white cliffs; a smaller islet lies close north-westward of Soúdha islet.

- 40 The southern side of Soúdha bay is fairly steep-to between Cape Soúdha and the eastern end of the dockyard, about 3½ miles west-north-westward, there being depths of 10 fathoms (18<sup>m</sup>3) about a cable offshore. Point Verte is situated about half a mile eastward of the dockyard.

- 45 *Charts 3691, plan of Suda bay anchorage, and 1658.*

The town of Soúdha extends along the southern side of the head of Soúdha bay.

- A pier extends in a north-north-easterly direction off the town of Soúdha. There is a depth of 23 feet (7<sup>m</sup>0) at the head of this pier,  
 50 and an area, indicated on the chart by pecked lines, on either side of the pier, has been dredged to a similar depth.

On the northern side of Soúdha bay, the western entrance of Spartea cove lies about 2 cables west-south-westward of its eastern entrance point, and Pottier point lies about three-quarters of a mile further

*Charts 3691, plan of Suda bay anchorage, and 1658.*

westward. Between Pottier point and a point about  $1\frac{1}{2}$  miles west-south-westward, there is a bight, at the head of which is Georges bay.

A conspicuous mound stands at the head of Souída bay, about 2 cables inland. 5

**Prohibited area.**—Navigation is prohibited in two areas in Souída bay and its southern approach, indicated on the chart by pecked lines; the western area extends off Cape Souída and the eastern area extends offshore from a position about  $1\frac{1}{2}$  miles south-eastward of Cape Souída to a position about 2 miles south-south-eastward of Cape Dhrépanos. 10

**Caution.**—Navigation is controlled in Souída bay, *see* page 21.

**Lights.**—A light (*Lat.*  $35^{\circ} 28' N.$ , *Long.*  $24^{\circ} 15' E.$ ) is exhibited, at an elevation of 197 feet ( $60^m0$ ), from a white tower and dwelling, 15  
23 feet ( $7^m0$ ) in height, on Cape Dhrépanos.

A light is exhibited, at an elevation of 82 feet ( $25^m0$ ), from a masonry dwelling, 26 feet ( $7^m9$ ) in height, on the southern part of the fort on Souída islet. This light is obscured from westward when bearing more than  $080^{\circ}$ . 20

**Anchorages.**—The best anchorage in Souída bay is off the dockyard, in depths of from 13 to 16 fathoms ( $23^m8$  to  $29^m3$ ), and nearer the southern shore than the northern. On the northern side the bottom is very soft mud, which affords little hold for the anchors. Northerly winds are not dangerous in this bay, but southerly winds blow in gusts and sometimes intercept communication with the shore, more especially from January to March. 25

Marks useful for anchoring are the eastern wall of the disused dockyard; the flagstaff about  $1\frac{1}{2}$  cables westward of this wall; and the mound at the head of the bay. The white mosque in the village of Tsikalária (Chakalaria), situated a mile south-westward of the dockyard, is also conspicuous. 30

There is anchorage south-westward of Palaiósoudha islet in depths of from 12 to 17 fathoms ( $21^m9$  to  $31^m1$ ), muddy sand. There is a summer anchorage for large vessels in a depth of 16 fathoms ( $29^m3$ ) on the bank south-eastward of Souída islet, but here there is occasionally a heavy swell from north-eastward. 35

**Landing.**—The small pier, situated off the village of Souída can be used for landing from steam boats.

*Chart 1658.*

**Climate and health.**—In summer, the heat is oppressive, and, owing to the close proximity of a few marshes, fever and ague, generally in mild form, prevail at this season. 40

*Charts 3691, plan of Suda bay anchorage, and 1658.*

**Directions.**—If making for Souída bay from northward, the remarkable peninsula of Akrotíri, with Mount Sklópa, cannot be mistaken. Cape Dhrépanos lighthouse is not easily distinguished, but the high table-land at its back shows up well. Palaiósoudha islet, being low, will not be seen until well in; a vessel should round this islet at a convenient distance and steer to pass southward of Souída islet, midway between that islet and Cape Souída, then proceed as requisite for the anchorage off the dockyard. 45

A large vessel should not proceed into depths of less than 8 fathoms ( $14^m6$ ) when approaching the head of the bay. 50

*Charts 2536a, 2836a, 2603, 2158b, 449.*

*Charts 3691, plan of Suda bay anchorage, and 1658.*

**Communication.—Supplies.**—Soúdha is connected with the general telegraph system.

Small supplies of fresh meat, vegetables, and bread can be obtained.

- 5 The depths are too great and the small bays are unsuitable for the use of the seine, but a few salmon bass of a large size may occasionally be caught.

Water, fit for drinking, may be obtained from a pipe on the arsenal quay, there is also a naval supply pipe, by which water can be obtained  
10 at the rate of 200 tons in 24 hours.

*Chart 2536a.*

**Coast.**—Between Cape Dhrépanos (*Lat. 35° 28' N., Long. 24° 15' E.*) page 39, and Cape Lianós (Liano Kavo), about 21 miles east-south-eastward, there is a bight; Almirós (Armýró) bay lies in the western  
15 part of this bight and Réthimnon (Rhíthymno) bay in the eastern part. The western side of Almirós bay is formed by the clifly coast between Cape Dhrépanos and the mouth of a river, about 7 miles southward; this portion of the coast is steep-to.

On the southern side of the mouth of this river there is a village,  
20 composed of white houses which can be seen at a distance of about 10 miles, and a ruined fort stands half a mile within the mouth. A bar of rock and sand, over which there is a depth of not more than 3 feet (0<sup>m</sup>9) extends across the mouth of the river. Áyios Nikólaos, an islet, 8 feet (2<sup>m</sup>4) high, on which stands a very conspicuous white  
25 house, lies close off the mouth of the river.

Between the mouth of the above-mentioned river and a position about 5 miles eastward, the coast is fringed by a coastal bank, 3 cables wide, on which there are sunken rocks in places; thence to the town of Réthimnon (Rhithymno), which stands on a small projection, about  
30 5½ miles eastward, the coast is rocky; further eastward, for a distance of 7 miles, to the Cape of Malétsi, 2 miles south-westward of Cape Lianós, the coast is sandy.

Good temporary anchorage may be obtained on a clear sandy bottom in Almirós and Réthimnon bays, the depths decreasing gradually  
35 towards the coast.

*Chart 217, plan of Rhithymno port.*

**Réthimnon.**—Réthimnon is the capital of the central district of Kríti; there is a citadel, built by the Venetians, at its northern end. A small harbour, formed between two short moles, is situated off the  
40 north-eastern end of the town; the harbour is open south-eastward, and, although dredging is carried out periodically, the entrance is constantly silting.

In 1934, there was a depth of 13 feet (4<sup>m</sup>0) in the entrance to the harbour, and depths of from 6 to 16 feet (1<sup>m</sup>8 to 4<sup>m</sup>9) within it.

- 45 In 1928, the population of Réthimnon was 8,632.

**Light.**—A light (*Lat. 35° 22' N., Long. 24° 28' E.*) is exhibited, at an elevation of 49 feet (14<sup>m</sup>9), from a white tower and dwelling, 39 feet (11<sup>m</sup>9) in height, near the northern mole head at the entrance to Réthimnon harbour.

- 50 **Anchorage.—Caution.**—The anchorage is northward of the town, in a depth of 6 fathoms (11<sup>m</sup>0), muddy sand, with the northern end of the citadel bearing 262°, distant half a mile; being entirely open northward, this anchorage is only available for sailing vessels during fine weather in the summer, or with settled southerly winds.

*Charts 2536a, 2836a, 2603, 2158b, 449.*

*Chart 217, plan of Rhithymno port.*

A berth for a large vessel is in a depth of 12 fathoms (21<sup>m</sup>9), sand, with the north-western extreme of the citadel bearing 237°, distant about 6 cables.

**Telegraph cables.**—Telegraph cables, one from a north-westerly direction and another from a northerly direction, are landed about three-quarters of a mile westward of Réthimnon; vessels should avoid anchoring in their vicinity.

**Communication.—Supplies.**—Réthimnon is connected to the general telegraph system. 10

Réthimnon is in frequent steamer communication with other ports on the northern coast of Kríti and in regular steamer communication with the Piraiévs and Alexandria.

Small quantities of fresh provisions can be obtained, but are scarce in winter. 15

*Charts 2536a and b.*

**Coast.—Aspect.**—The summit of Mount Psiloríti, page 25, when seen from north-westward is cone-shaped, but from northward, north-eastward, southward, and south-westward it appears broad; for a distance of about 20 miles eastward of the Cape of Malétsi, page 42, spurs from the mountain reach the coast northward and form the rocky capes of Lianós, page 42, Khondrós, about 2½ miles eastward, Stavrós, about 14 miles further eastward, and Dhía, about 2½ miles eastward of Cape Stavrós.

*Chart 2536a.*

Pánormos bay is situated close westward of Cape Khondrós. Within the coast of the bay is the village of Kastéli Milopotámou which affords a good landmark. High up on the steep coast at the head of the bay is a church, painted blue and white, and surmounted by a dome. Immediately westward of the church there is a conspicuous white house with a red roof. On the coast, on either side of the church, there is a small landing pier. Landing is also reported to be possible at all times on a small sandy beach westward of the piers, under the lee of some rocks, which are nearly awash. 25

**Dangers.**—A shoal, with a depth of 2½ fathoms (4<sup>m</sup>6) over it, and a 2½-fathom (4<sup>m</sup>1) patch close south-westward, lies, in the approach to Pánormos bay, about half a mile westward of Cape Khondrós lighthouse. 35

S.S. *Galata*, in 1927, reported having stranded on some rocks, over which there was a depth of 3½ fathoms (6<sup>m</sup>4), situated midway between the above-mentioned shoals and the lighthouse, but the existence of these rocks was considered doubtful in 1930. 40

**Light.**—A light (*Lat.* 35° 25' N., *Long.* 24° 43' E.) is exhibited, at an elevation of 197 feet (60<sup>m</sup>0), from a white iron beacon, with a red horizontal band and a masonry base, 11 feet (3<sup>m</sup>4) in height, on Cape Khondrós. 45

**Coast.**—Bali bay, situated nearly 5 miles eastward of Cape Khondrós, has a cove on its western side which is only available for vessels of shallow draught with local knowledge. Such vessels, by anchoring off the mouth of the cove in a depth of 6 or 7 fathoms (11<sup>m</sup>0 or 12<sup>m</sup>8) and securing to the shore under the northern entrance point, can find good shelter from the northerly winds of summer, which generally blow from between north-north-west and north. The position of the cove can be distinguished by two sharp peaks rising just over it; 50

*Charts 2536a, 2836a, 2603, 1158b, 449.*

*Chart 2536a.*

westward of these peaks there are two or three old towers, situated on a lower ridge rising gradually from the coast at the eastern end of Réthimnon bay.

5 *Chart 2536b.*

Cape Stavrós, immediately westward of which is Fódhele (Phodele) bay, lies about  $8\frac{1}{2}$  miles eastward of the eastern entrance point of Balí bay; it is a very conspicuous low-lying point, having a long tongue.

- 10 Cape Dhía, lying about  $2\frac{1}{2}$  miles eastward of Cape Stavrós, is the north-eastern extreme of the high and rugged coast which separates Réthimnon bay from the Gulf of Iráklion, and which is clear of dangers, except for those, previously mentioned, in the approach to Pánormos bay. A small rock, which looks like a sail, when approach-  
15 ing from westward, lies close off the cape.

A headland, with two projecting points, lies 2 miles south-eastward of Cape Dhía. The northern of the two points, 270 feet ( $82^m3$ ) high, may be identified by its rugged and barren appearance, having no vegetation whatever on its summit; Cape Panayía (Panagia point),  
20 the south-eastern projection, has some vegetation on it, is lower, and has a more even top.

**Light.**—A light (*Lat.*  $35^\circ 26' N.$ , *Long.*  $24^\circ 59' E.$ ) is exhibited, at an elevation of 75 feet ( $22^m9$ ), from a white octagonal tower, 46 feet ( $14^m0$ ) in height, on Cape Stavrós.

- 25 **Off-lying island.**—**Anchorage.**—Dhía (Standia), an island, lies in the north-eastern approach to the Gulf of Iráklion, about 8 miles east-north-eastward of Cape Dhía and  $5\frac{1}{2}$  miles offshore. The island is a mass of limestone, bare and sterile throughout, with its summit,  
30 near the centre, 870 feet ( $265^m2$ ) high; the northern coast is precipitous, the southern coast is also steep but indented by four small bays, three of which afford anchorage and shelter in northerly gales. There are wild goats and rabbits in the island.

Gláros, an islet, lies about  $1\frac{1}{2}$  miles westward of the northern extreme of Dhía island and about half a mile off its north-western side, the  
35 passage between being almost closed by a reef, parts of which are above water.

Paximádhi (*Lat.*  $35^\circ 26' N.$ , *Long.*  $25^\circ 17' E.$ ), an islet, about 145 feet ( $44^m2$ ) high, lies about  $1\frac{1}{2}$  miles south-eastward of the eastern extreme of Dhía island.

40 *Chart 2982.*

On the southern side of Dhía island, Áyios Yeóryios (Agios Georgios) bay, entered between West point, situated 3 cables eastward of the south-western extreme of the island, and Marrack point, about half  
a mile east-south-eastward is of little use as an anchorage.

- 45 Kapári bay, entered between Marrack point and Krímnos (Cliff) point, about half a mile east-south-eastward, affords more shelter than Mesaíos bay for vessels less than 350 feet ( $106^m7$ ) long. The bottom of this bay consists of sand and shell.

Mesaíos (Middle) bay is entered between Krímnos point and Middle  
50 bluff, about three-quarters of a mile east-south-eastward. Panayía creek, on the north-eastern side of the head of the bay, is well sheltered. A few small vessels could lie in this creek secured to both shores. A large vessel would have to anchor in the middle of the outer part of Mesaíos bay in a depth of about 38 fathoms ( $69^m5$ ). The two pairs

*Chart 2982.*

of beacons, which are indicated on the chart, were erected in 1897 to serve as anchor marks, the northern pair, in line, bear  $013^\circ$  and the western pair  $278^\circ$  from the anchorage.

Agriliá bay, the easternmost bay on the southern side of Dhía island, is entered between Middle bluff and Cape Stavρός, the south-eastern extreme of the island, about half a mile south-eastward. There is a conspicuous stone block at the head of Agriliá bay which serves as an anchoring mark. 5

Several vessels could moor with their sterns to the shore and an anchor in the centre of the bay in a depth of not less than 14 or 15 fathoms ( $25^m6$  or  $27^m4$ ); as the bank is steep, with good holding ground, they would not drag their anchors in southerly winds. 10

In 1897, anchorage was obtained at the mouth of the bay in a depth of 43 fathoms ( $78^m6$ ), with the conspicuous stone block bearing  $347^\circ$  15 and Middle bluff  $264^\circ$ . In the same year, good anchorage was found in a depth of 17 fathoms ( $31^m1$ ) in the centre of the bay, with the stone block bearing  $358^\circ$ , distant  $1\frac{1}{2}$  cables, but this anchorage is restricted by the coastal bank, with depths of less than 5 fathoms ( $9^m1$ ) over it, which extends offshore for a short distance from both sides of this 20 part of the bay, and is not suitable for long ships.

*Charts 2982 and 2536b.*

**Lights.**—A light (Lat.  $35^\circ 28' N.$ , Long.  $25^\circ 14' E.$ ) is exhibited, at an elevation of 148 feet ( $45^m1$ ), from a white iron beacon on a white octagonal concrete tower, 32 feet ( $9^m8$ ) in height, situated on the 25 northern extreme of Dhía island.

A light is exhibited, at an elevation of 430 feet ( $131^m1$ ), from a white iron beacon with a masonry base, 10 feet ( $3^m0$ ) in height, on Cape Stavρός, the south-eastern extreme of Dhía island.

*Chart 2536b.*

**Gulf or Iráklion.**—**Danger.**—The Gulf of Iráklion (Candia bay), the southern shore of which is low, lies between Cape Panayía, page 44, and the town of Iráklion (Candia), about 5 miles south-eastward. The remains of Palaiókastron are situated on a rock just over the mouth of the Rodhiá (Rodia) valley,  $1\frac{1}{2}$  miles southward of Cape 35 Panayía; this valley descends from a village of the same name situated high up on the sides of the mountains about a mile inland.

Mount Iouktas (Iukta), 2,700 feet ( $823^m0$ ) high, which stands about 6 miles southward of Iráklion, is very conspicuous, *see* view on chart.

A 5-fathom ( $9^m1$ ) shoal, which has not been examined, was reported 40 in 1925, to lie about  $1\frac{1}{2}$  miles northward of Iráklion lighthouse.

**Anchorage.**—There is good anchorage in depths of from 15 to 25 fathoms ( $27^m4$  to  $45^m7$ ), at a distance of from 2 to 3 cables from the coast at Palaiókastron, where there is good shelter in all ordinary winds from northward, unless they veer eastward of north-north-east. 45  
*Chart 3691, plan of Megalo Kastron or Candia.*

**Iráklion harbour.**—This harbour is formed by two moles, the western one running in a north-easterly direction from the northernmost point of the town, and the other, about 7 cables eastward from the root of the former, running in a north-north-westerly direction, 50 leaving an entrance about one cable wide. An inner harbour, having an entrance about 200 feet ( $61^m0$ ) wide, is formed by a short mole running in a northerly direction about  $1\frac{1}{2}$  cables eastward of the root of the western mole: only vessels drawing less than 9 feet ( $2^m7$ ) can

*Charts 2536b, 2836a, 2603, 2606, 2158b, 449.*

*Chart 3691, plan of Megalo Kastron or Candia.*

use the inner harbour. A small area, indicated on the chart by pecked lines, which lies in the south-western part of the main harbour eastward of the short mole, was dredged, in 1939, to a depth of 26 feet 5 (7<sup>m</sup>9). Cargo lighters are available.



*Iráklion lighthouse.*

**Lights.**—Iráklion light (*Lat.* 35° 20' N., *Long.* 25° 09' E.) is exhibited, at an elevation of 52 feet (15<sup>m</sup>8), from a white tower, 29 feet (8<sup>m</sup>8) in height, on the western mole, northward of the entrance to the inner harbour. *See view.*

A light is exhibited, at an elevation of 39 feet (11<sup>m</sup>9), from a metal structure situated on the head of the western mole.

A light is exhibited from the head of the eastern mole.

Lights are exhibited from a tower on each side of the entrance to the inner harbour.

**Signal station.**—There is a signal station at Iráklion lighthouse.

**Pilotage.**—Pilotage is compulsory for all foreign merchant vessels and also for foreign men-of-war, except those of shallow draught.

**Anchorage.—Prohibited anchorage.—Beacon.**—Good anchorage may be obtained off the town during summer about three-quarters of a mile northward of the lighthouse near the western end of the western mole, in a depth of 18 fathoms (32<sup>m</sup>9), muddy sand. A steam vessel may find anchorage in a depth of 9 fathoms (16<sup>m</sup>5) at a distance of 3 cables from the same lighthouse. A vessel which is unable to enter the harbour, and is waiting for a cargo in winter, will find safe anchorage at either Agrihá bay or Panayíá creek, at the head of Mesaíof bay, in Dhía island, page 44.

H.M.S. *Broke* reported, in 1929, that vessels are berthed off the western mole with two anchors down and their sterns secured to bollards on the mole, but caution is necessary when getting under way, especially in strong northerly winds, to avoid the stern swinging southward, and delay may be caused by the anchors being foul of those of other ships.

Owing to the existence of telegraph cables, vessels are prohibited from anchoring eastward of a line, indicated on the chart by a pecked line, drawn in a north-north-westerly direction for a distance of about one mile from a beacon situated about 6½ cables eastward of the lighthouse near the western end of the western mole.

**Iráklion.—Consular officer.**—The Greek church (*Lat.* 35° 20' N., *Long.* 25° 09' E.), with a dome and two square towers at its eastern end, is the most conspicuous object in this town. *See view on chart 2536b.*

The population of Iráklion, in 1928, was 33,404.

A British consular officer resides in the town.

A short distance from the town are the remains of the Minoan city of Knossós, discovered in 1901.

**Communications.—Trade.**—Iráklion is connected with the general telegraph system.

There is frequent steamer communication with other ports on the

*Charts 2536b, 2836a, 2603, 2606, 2158b, 449.*

*Chart 3691, plan of Megalo Kastron or Candia.*

northern coast of Kríti and regular steamer communication with the Piraiévs and Alexandria.

The principal exports are raisins, olive oil, wine, citrates, fruit, &c. The principal imports are cereals, sugar, rice, coffee, tea, &c. 5

**Magnetic observation spot.**—See page 428.

**Meteorological table.**—See page 421.

*Chart 2536b.*

**Coast.**—Between Iráklion lighthouse, and Cape Khersónisos, about 12 miles eastward, the interior of Kríti is comparatively low, being 10 a depression lying between the eastern base of Psiloríti and the mountains in the Lasíthi district, page 32.

*Chart 2715, plan of Khersonisos bay.*

**Khersónisos bay.**—**Anchorage.**—Khersónisos bay lies between the cape of the same name and a point about half a mile southward. 15 Cape Khersónisos can be identified by three windmills and a church which stand on it; a sunken reef, on which is a rocky islet, extends eastward of the cape for a distance of about  $1\frac{1}{2}$  cables.

Square rock (*Lat.*  $35^{\circ} 10' N.$ , *Long.*  $25^{\circ} 24' E.$ ), 7 feet ( $2^m1$ ) high, with sunken rocks around it, lies near the outer end of a shoal, with 20 a depth of less than 3 fathoms ( $5^m5$ ) over it, which extends off the southern entrance point for about 2 cables; depths of 5 fathoms ( $9^m1$ ) and less extend north-eastward of the last-mentioned point for a distance of 3 cables.

During the summer, with strong winds from north-north-westward, 25 small craft may find shelter in Khersónisos bay, close under the cape, in depths of 5 or 6 fathoms ( $9^m1$  or  $11^m0$ ), sand and weed, but the swell may reach this anchorage.

There is good anchorage for large ships in the south-eastern approach to the bay, in depths of from 9 to 10 fathoms ( $16^m5$  to  $18^m3$ ), with 30 the ancient fortress on the peninsula described below, bearing  $240^{\circ}$ , distant  $5\frac{1}{2}$  cables.

**Coast.**—A peninsula, on which is an ancient fortress, lies about half a mile south-south-eastward of the southern entrance point of Khersónisos bay; the ancient port of Khersónisos lies close south- 35 ward of this peninsula. The ancient moles, forming the harbour, still exist but the latter is now too shallow to be available.

*Chart 2536b.*

The Gulf of Mállia (Malea bay), situated between the above-mentioned peninsula and a point about 8 miles eastward, affords poor 40 anchorage ground, being shallow and rocky for half a mile offshore. Anchorage was, however, obtained at the head of the bay, in 1905, in a depth of 16 fathoms ( $29^m3$ ), with a white hut on the islet, situated close off the coast,  $4\frac{1}{2}$  miles south-eastward of Cape Khersónisos, in line with two red-roofed sheds on the coast, bearing  $166^{\circ}$ ; these 45 sheds indicate the position of Mállia village, which lies three-quarters of a mile inland.

Cape Dhrapáni (Trapani point), lies about 6 miles east-north-eastward of the eastern entrance point of the Gulf of Mállia, and Cape Áyios Ioánnis (St. John), about 5 miles further eastward; the 50 last-mentioned cape is 300 feet ( $91^m4$ ) high. Within a few miles of Cape Áyios Ioánnis there are often northerly winds which blow with some force towards the Gulf of Merabéllo and over the isthmus of

*Charts 2836a, 2606, 2158b, 449.*



*Chart 2536b.*

Ierápetra, at the head of that gulf; this isthmus is the lowest and narrowest part of Kríti. *See* view on chart 2536b.

Between Cape Áyios Ioánnis and a point situated on the north-western side of the entrance to Spinalónge bay, about 3 miles southward, the coast is high and precipitous.

**Light.**—A light (*Lat.* 35° 20' N., *Long.* 25° 47' E.) is exhibited, at an elevation of 160 feet (48<sup>m</sup>8), from a white, round, stone tower, with a brown dwelling and a red roof, 29 feet (8<sup>m</sup>8) in height, on the extremity of Cape Áyios Ioánnis.

**Outlying island.**—Avgó (Ovo), an island (*Lat.* 35° 36' N., *Long.* 25° 35' E.), 170 feet (51<sup>m</sup>8) high, precipitous and steep-to, lies off the portion of the coast described above, at a distance of about 18½ miles north-north-westward of Cape Áyios Ioánnis.

*Chart 2850, plan of the entrance to Spinalónge harbour and plan of Poro bay.*

**Spinalónge bay.**—This bay is entered between the northern extreme of Spinalónge peninsula, situated about 3 miles south-south-westward of Cape Áyios Ioánnis, and a point about three-quarters of a mile northward; it is only available for vessels of shallow draught, but there is anchorage for large vessels near the entrance.

Spinalónge islet, on which is a ruined fort, lies on the southern side of the entrance, close off the northern extreme of Spinalónge peninsula. There was a leper colony, with a population of about 250, in 1935, on the islet.

A bank over which there is a least depth of 12 feet (3<sup>m</sup>7), stretches from the northern end of the peninsula across to the mainland of Kríti, forming a bar, there being greater depths in the bay further southward.

At the head of the bay is the isthmus separating it from Póros bay. Some submerged ruins lie close off the northern side of the isthmus and with strong northerly winds the sea breaks over it.

**Anchorage.**—There is anchorage for large vessels in a limited area just northward of Spinalónge islet. This anchorage is difficult and dangerous for sailing vessels to approach, in consequence of the frequent and violent squalls which descend from the precipitous coast south-westward of Cape Áyios Ioánnis. *See* view on chart 2536b.

Vessels not exceeding a draught of 18 feet (5<sup>m</sup>5) will find safe anchorage westward of Spinalónge islet, with the northern extreme bearing 074°, distant 2 cables, and the mouth of a gully, situated on the northern coast, bearing 347°.

South-south-westerly winds are squally in the bay, but southerly winds blow steadily down it.

**Communication.**—Aircraft on the England-India route may call here very occasionally.

*Chart 2850, plan of Poro bay.*

**Kolokithiá bay.**—There are two bights on the eastern side of Spinalónge peninsula, Kolokithiá bay, sheltered from eastward by the island of the same name, being the southern one. This bay is entered from north-eastward between Cape (Kavo) Kolokithiá, which lies about 1½ miles south-south-eastward of the northern extreme of Spinalónge peninsula, and the north-western extreme of Kolokithiá island, about 2 cables south-eastward. Rocks extend for a short distance from each side of this entrance, the fairway of which is

*Charts 2836a, 2606, 2158b, 449.*

*Chart 2850, plan of Poro bay.*

deep. The southern entrance, named Fifteen-feet passage, between the southern extreme of Kolokithiá island and a projection from the south-eastern side of Spinalóna peninsula, is about  $1\frac{1}{2}$  cables wide in its narrowest part and is contracted by reefs extending from either side, leaving a narrow tortuous passage, in the fairway of which there is a depth of only 15 feet ( $4^m5$ ). Within the entrances, the bottom consists of sand.

Kolokithiá bay, being open north-eastward, is never frequented as a winter anchorage. *See view on chart.*

**Póros bay.—Anchorage.**—Póros bay is entered between Cape Vávia (Vagi), the south-eastern extreme of Spinalóna peninsula, and Cape (Kavo) Pléora, about  $1\frac{1}{2}$  miles south-westward. A coral bank, with a least depth of 17 fathoms ( $31^m1$ ) over it, lies in the centre of Póros bay, about a mile northward of Cape Pléora.

Póros bay affords excellent shelter in a northerly or north-easterly gale for vessels in depths of from 15 to 20 fathoms ( $27^m4$  to  $36^m6$ ), with good holding ground consisting of mud, sand, and weed. The bay is open south-eastward but the land eastward of the Gulf of Merabéllo, about 7 miles away, affords some protection. When anchoring, vessels should avoid the coral bank in the centre of the bay.

Aircraft on the England-India route may call here very occasionally. *Chart 2536b.*

**Coast.**—Between Cape Pléora and Cape Pírgos (Pyrgo point), about  $1\frac{1}{2}$  miles south-south-westward, there is a bight.

*Chart 2850, plan of Port Nikolo.*

**Port Áyios Nikólaos.—Dangers.**—Port Áyios Nikólaos (Nikolo) is entered from northward between Cape Pírgos and the northern extreme of Mikró, an islet, three-quarters of a mile south-eastward, and from south-eastward between Cape Mávro (Mavro Kavo), situated about  $1\frac{1}{2}$  miles south-south-eastward of Cape Pírgos, and Éxo (Oxo) kávos, the south-eastern extreme of Áyios Andónios (Agió Antonio), about half a mile north-eastward. There is also a passage, 50 yards ( $45^m7$ ) wide, with a least depth of one fathom ( $1^m8$ ) in the fairway, between Mikró islet and the northern end of Áyios Andónios. The latter island is 140 feet ( $42^m7$ ) high, and Mikró (*Lat.*  $35^\circ 12' N.$ , *Long.*  $25^\circ 45' E.$ ) is 75 feet ( $22^m9$ ) high. *See view on chart.*

Mikró reef (Mikronisi rock), over which there is a depth of 3 fathoms ( $5^m5$ ), lies on the outer end of a bank extending eastward from the northern extreme of Mikró islet for a distance of about  $1\frac{1}{2}$  cables. Mikró reef lies in the *white* sector of Mikró islet light between the bearings of  $199^\circ$  and  $320^\circ$ .

On the western side of the northern entrance, Nikolós, an islet, 2 feet ( $0^m6$ ) high, lies  $3\frac{1}{2}$  cables south-eastward of Cape Pírgos and about  $1\frac{1}{2}$  cables offshore. The islet is surrounded by shoals with depths of less than 3 fathoms ( $5^m5$ ) over them, which extend from its western and south-western sides for about half a cable.

Cape Áyios Nikólaos (Nikolo point),  $4\frac{1}{2}$  cables south-south-eastward of Cape Pírgos, is the south-eastern extreme of a promontory off which rocks, both above-water and sunken, extend for a short distance.

Six-fathom patch, a rocky bank with a depth of 6 fathoms ( $11^m0$ ) over it, lies about 3 cables eastward of Cape Áyios Nikólaos.

Áyios Nikólaos reef (Nikolo rock), with a depth of  $2\frac{1}{2}$  fathoms ( $4^m6$ ) over it, lies about  $1\frac{1}{2}$  cables south-eastward of the same cape, in the

*Chart 2850, plan of Port Nikolo.*

approach to a shallow inlet entered between Cape Áyios Nikólaos and Cape Khondrós (Kondro Kavo), 2 cables south-westward.

Cape Mandráki, with a small shallow bay lying close westward of it, lies about half a mile south-south-eastward of Cape Khondrós. Cape Mandráki is the northern extreme of a peninsula with three projections, of which Cape Mávro, a rocky point, previously mentioned, is the easternmost. The coastal bank, with depths of less than 5 fathoms (9<sup>m</sup>1) over it, extends offshore between Cape Mandráki and Cape Mávro for a distance of about a cable.

On the eastern side of the port, the island of Áyios Andónios is fringed by a narrow, shallow bank on its western and south-western sides.

**Light.**—A light (*Lat.* 35° 12' N., *Long.* 25° 45' E.) is exhibited, at an elevation of 82 feet (25<sup>m</sup>0), from an iron column on a dwelling, 27 feet (8<sup>m</sup>2) in height, situated near the northern end of Mikró islet.

**Anchorage.**—The principal anchorage is situated southward of Áyios Nikólaos reef, in depths of 7 or 8 fathoms (12<sup>m</sup>8 or 14<sup>m</sup>6), sand, weed and shells. This anchorage is partly sheltered from southward by Cape Mávro.

In a north-westerly or northerly gale, a large vessel will find satisfactory anchorage southward of Áyios Andónios.

An anchorage for smaller vessels may be obtained off the north-western side of Áyios Andónios, eastward of Six-fathom patch, in depths of 8 or 9 fathoms (14<sup>m</sup>6 or 16<sup>m</sup>5). Vessels with local knowledge prefer this to the anchorage at Spinalóna, page 48.

*Chart 2536b.*

**Gulf of Merabéllo.**—The Gulf of Merabéllo (Mirabella) is entered between Cape Mávro and a point about 8½ miles eastward. Psíra (Psyra), an islet, 693 feet (211<sup>m</sup>2) high, lies about a mile westward of the eastern entrance point.

On the south-western side of the Gulf of Merabéllo there is a small bay, the western entrance point of which lies 3 miles southward of Cape Mávro. Práso, an islet, lies close offshore about 2 miles eastward of the last-mentioned point and Mókhlos (Kunithia), an islet, 65 feet (19<sup>m</sup>8) high, lies about 2 miles further eastward and three-quarters of a mile offshore. There is a landing place at the village of Pakhía Ámmos, situated at the head of the gulf, southward of Mókhlos islet.

**Anchorage.**—There is anchorage at a distance of 2 cables off the above-mentioned landing place; also off the village of Mókhlos, situated at the head of a small bay about 1½ miles southward of Psíra.

**Coast.—Aspect.**—Eastward of the Gulf of Merabéllo is the peninsula of Sitía, joined to the mainland of Kríti by the isthmus of Ierápetra, page 48, and terminating, at its north-eastern end, in Cape Sídhros, about 22 miles east-north-eastward of the eastern entrance point of the gulf.

The peninsula is mountainous, its summit, Mount Stavroménos (Aphendi Vuno), elevated 5,177 feet (1,578<sup>m</sup>0), being situated near its western end; there are several upland plains and fertile valleys in the mountains, the largest being that of Sitía, situated at the head of Sitía bay, about 12 miles south-westward of Cape Sídhros.

Yiannisádhēs, a group of islets, lie off this stretch of coast, from

*Charts 2836a, 2606, 2158b, 449.*

*Chart 2536b.*

6 to 8 miles west-north-westward of Cape Sídheros (*Lat.*  $35^{\circ} 19' N.$ , *Long.*  $26^{\circ} 20' E.$ ).

Between the eastern entrance point of the Gulf of Merabéllo, page 50, and Cape Faneroméni (Phaneromani), about 9 miles east-north-eastward, the coast is indented. An islet lies about half a mile eastward of the last-mentioned entrance point and close offshore. A shoal, with depths of from 2 to 5 fathoms ( $3^m7$  to  $9^m1$ ) over it, extends for a short distance northward from a point situated about  $1\frac{1}{2}$  miles westward of Cape Faneroméni. 5 10

Faneroméni (Phaneromani) bay is entered between Cape Faneroméni and the north-western extreme of a projection, about 2 miles eastward ; Cape Vamvakiá (Sitia), the north-eastern extreme of this projection, lies about 8 cables further east-south-eastward. 15

*Charts 2724, plan of Sitia bay, and 2536b.* 15

**Sitia bay.—Anchorage.**—Sitia bay, entered between Cape Vamvakiá and Cape Mavromóuri (Mavro Mooree), about 3 miles eastward, lies at the mouth of the valley of Sitia and is open northward. Mount Móthes, 1,776 feet ( $541^m3$ ) high, lies about  $2\frac{1}{2}$  miles south-south-eastward of Cape Mavromóuri. 20

A rocky spit, with a depth of 4 fathoms ( $7^m3$ ) at its extremity, extends for a short distance in a north-easterly direction from Cape Vamvakiá. The ruined fortress and town of Sitia stand on a gently sloping, rocky coast about a mile south-south-westward of the cape. A small pier has been constructed near the town ; this pier is not 25 conspicuous and is liable to be mistaken for a pile-work structure lying further southward. There is a custom-house, and the town is connected to the telegraph system.

The population of Sitia, in 1928, was 2,170.

*Chart 2724, plan of Sitia bay.* 30

Anchorage for large vessels may be found in a depth of 15 fathoms ( $27^m4$ ), mud, with the pier bearing  $272^{\circ}$ , distant half a mile. Small vessels with local knowledge find shelter close under the ruined fort, and larger vessels about 2 cables northward of it, in depths of 7 or 8 fathoms ( $12^m8$  or  $14^m6$ ),  $1\frac{1}{2}$  cables offshore ; in these positions, Cape 35 Vamvakiá affords shelter from winds between north-west and north-north-east.

Telegraph cables are laid in the bay.

**Lights.**—A light (*Lat.*  $35^{\circ} 14' N.$ , *Long.*  $26^{\circ} 08' E.$ ) is exhibited, at an elevation of 85 feet ( $25^m9$ ), from an iron structure on a hut 40 19 feet ( $5^m8$ ) in height, situated on Cape Vamvakiá.

A light is exhibited, at an elevation of 36 feet ( $11^m0$ ), from an iron column on a hut, 19 feet ( $5^m8$ ) in height, on a point on the western side of Sitia bay, about 7 cables southward of the cape.

**Communication.**—Sitia is in frequent steamer communication 45 with other ports on the northern coast of Kríti and in regular steamer communication with the Piraiévs and Alexandria.

*Charts 2536b and 1555, plan of anchorages near Cape Sidero.*

**Off-lying islets.—Danger.**—Paximádhá, the northernmost of the Yiannisádhés (Yanisades), a group of islets, lies about 19 miles northward of Cape Vamvakiá. Dhragonára (Dragonara), 500 feet ( $152^m4$ ) high and the largest of the group, with another islet close off its north-western side, lies a little over a mile southward of Paximádhá, and Yiannisádhá, 485 feet ( $147^m8$ ), the southernmost, is separated

*Charts 2836a, 2606, 2158b, 449.*

*Charts 2536b and 1555, plan of anchorages near Cape Sidero.*

from Dhragonára by a channel about 3 cables wide. These islets are steep-to.

Spitfire rock, over which there are depths of less than 6 feet (1<sup>m</sup>8), with a depth of 2½ fathoms (4<sup>m</sup>1) close eastward, is steep-to and is situated nearly midway between the eastern end of Yiannisádhá and Cape Sídheros. The latter cape in line with the northern side of Sídheros islet, bearing 097°, leads northward of Spitfire rock, *see* view A on chart 2536b. Mount Móthes, page 51, in line with Mávros islet, described below, bearing 190°, leads westward of Spitfire rock, *see* view C on chart 2536b. The south-eastern of the Kiriamádhi islets, bearing less than 144°, and kept open south-westward of the north-western islet, leads south-westward of Spitfire rock.

**Light.**—A light (*Lat.* 35° 23' N., *Long.* 26° 11' E.) is exhibited, at an elevation of 120 feet (36<sup>m</sup>6), from a white iron beacon with a masonry base, 13 feet (4<sup>m</sup>0) in height, situated on the northern end of Paximádhá islet.

*Chart 1555, plan of anchorages near Cape Sidero.*

**Coast.**—The coast between Cape Mavromóúri, page 51, and Cape Mávros, about 4 miles north-north-eastward, is indented by three small bays.

Mávros (Black) islet lies close off the southern entrance point of the northernmost of these bays, about half a mile south-westward of Cape Mávros.

Between Capes Mávros and Sídheros, about 4½ miles north-eastward, the coast is indented by Ténda and Kiriamádhi bays, the heads of which are separated from small bays on the eastern side by narrow isthmuses, thus causing the north-eastern portion of the promontory, of which Cape Sídheros (Sidero) is the north-eastern extreme, to be almost divided into two islands.

Ténda bay is entered between a point, about three-quarters of a mile north-eastward of Cape Mávros, and a point about 1½ miles further north-eastward; it is exposed to north-westerly winds, but shelter is afforded with offshore winds in the bays into which it is divided, one at its north-eastern end and the other at its south-western end. A rock, over which there is a depth of less than 6 feet (1<sup>m</sup>8), lies 3 cables northward of the south-western entrance point of Ténda bay; a 4½-fathom (8<sup>m</sup>2) patch lies close southward, and a 4-fathom (7<sup>m</sup>3) patch lies about 1½ cables eastward of this rock.

Kiriamádhi (Kereamathi) islets, two in number, are conspicuous; the north-western islet, 34 feet (10<sup>m</sup>4) high, lies in the approach to Kiriamádhi (Kereamathi) bay, about 6 cables north-westward of the northern entrance point of Ténda bay; the south-eastern islet, 36 feet (11<sup>m</sup>0) high, lies about half a mile south-south-eastward of the other islet and about 3 cables offshore. Sunken rocks lie close off the northern end, and from one to 1½ cables north-eastward, of the south-eastern islet, and a rocky shoal extends south-eastward of the same islet for a distance of about a cable.

Kiriamádhi bay is entered between the northern entrance point of Ténda bay and a point about a mile north-north-eastward. It is only used by small local craft. A 4½-fathom (8<sup>m</sup>2) patch lies close off the northern entrance point of Kiriamádhi bay, about 1½ miles west-south-westward of Cape Sídheros lighthouse.

Pinnacle rocks, a group consisting of rocks both above-water and

*Charts 2536b, 2836a, 2606, 2158b, 449.*

*Chart 1555, plan of anchorages near Cape Sídhero.*

sunken, lying on a shoal, are situated about a mile westward of Cape Sídheros lighthouse and from one to 3 cables offshore.

Sídheros islet, 18 feet (5<sup>m</sup>5) high, lies about half a mile westward of Cape Sídheros lighthouse and 1½ cables offshore. A rock, with less than 6 feet (1<sup>m</sup>8) over it, lies nearly a cable north-north-eastward of Sídheros islet. 5

Cape Sídheros (*Lat.* 35° 19' N., *Long.* 26° 20' E.), the north-eastern extreme of Kríti, is surmounted by a hill, 727 feet (221<sup>m</sup>6) high, situated about half a mile south-westward of the lighthouse, and 10 looks like an island from east-south-eastward.

Sídheros reef, consisting of rocks above-water and awash, lies about 3 cables eastward of Cape Sídheros, with depths of from 10 to 15 fathoms (18<sup>m</sup>3 to 27<sup>m</sup>4) in the fairway of the channel between. Two isolated shoals, about 2 cables apart, lie east-north-eastward of Cape Sídheros, the outer one, with a depth of 4 fathoms (7<sup>m</sup>3) over it, at a distance of 1½ miles; the inner one has a depth of 3½ fathoms (5<sup>m</sup>9) over it. The southern extreme of Dhragonára, bearing 269°, and just open northward of the north-eastern extreme of Yiannisádhia leads northward of Sídheros reef. 20

**Light.**—A light is exhibited, at an elevation of 148 feet (45<sup>m</sup>1), from a white circular tower and dwelling, 23 feet (7<sup>m</sup>0) in height, on Cape Sídheros.

*Chart 2536b.*

**EASTERN COAST.**—The eastern coast of Kríti forms the western 25 side of Kaso strait, about 25 miles wide. The Dodecanese, which lie on the eastern side of Kaso strait, are described in Chapters VIII and IX.

The Kaválloi islets, three in number and steep-to, lie a short distance southward of a point on the coast situated about 2 miles north-eastward of Koúmeli, page 34. This point is the north-eastern entrance point of Ámbelos (Kavallos) bay, the entrance of which is about a mile wide. Vessels may anchor north-eastward of the Kaválloi islets, about half a mile offshore, in depths of from 12 to 15 fathoms (21<sup>m</sup>9 to 27<sup>m</sup>4), sand; but along this coast, from Ierápetra, page 32, to Cape Zákros, during northerly winds, the squalls from the mountains descend with such violence it is not advisable for a vessel to anchor here if Grádes bay can be reached. See caution for sailing vessels on page 34. 30

Cape Zákros (*Lat.* 35° 05' N., *Long.* 26° 17' E.) lies about 4 miles north-north-eastward of the north-eastern entrance point of Ámbelos bay. Zákros bay, with the village of Káto Zákros (Cato Zakro) at its head, lies northward of the cape; near the village is a small plain confined between precipitous and barren ridges enclosing the valley, and which all have remarkable flat summits and naturally terraced sides, particularly the hill over the northern side of the bay. 40

Zákros reef, over which there is a least depth of 9 fathoms (16<sup>m</sup>5), lies about 2½ miles north-north-eastward of Cape Zákros and from three-quarters of a mile to 1½ miles offshore.

Cape Pláka, a level but high projection, lies about 7 miles north-north-eastward of Cape Zákros. Cape Pláka is not so conspicuous as Cape Sídheros, but is steep-to on its eastern side and also to within half a cable of its northern extremity. 50

*Charts 2836a, 2606, 2158b, 449.*

*Chart 2536b.*

Karóumbes (Caruba) bay, on the southern side of Cape Pláka, affords anchorage during northerly gales in depths of from 10 to 20 fathoms (18<sup>m</sup>3 to 36<sup>m</sup>8), sand, but it is subject to strong gusts from the high  
5 land over it.

*Chart 2724, plan of Grandes bay.*

**Grándes bay.—Off-lying islands.**—Grándes bay is entered between Cape Pláka and Cape Sídheros, page 50. The coast of the bay is indented by several small bays and Elássa (Elasa), an island,  
10 lies in the north-eastern approach to the bay.

*Chart 1555, plan of anchorages near Cape Sídhero.*

Elássa is flat and 252 feet (76<sup>m</sup>8) high ; it lies with its north-western extreme 2½ miles south-south-eastward of Cape Sídheros and about 1½ miles offshore.

*15 Chart 2724, plan of Grandes bay.*

Grándes islands, situated in the approach to the southern part of Grándes bay, consist of an island, 105 feet (32<sup>m</sup>0) high, with an islet, 30 feet (9<sup>m</sup>1) high, situated a cable off its south-western end, and another islet, 8 feet (2<sup>m</sup>4) high, nearly a cable off its north-eastern end,  
20 situated on Grándes reef. The middle and largest island lies about three-quarters of a mile north-westward of Cape Pláka. Grándes reef, with depths of less than 6 feet (1<sup>m</sup>8) over it, extends from a short distance off the main island for a distance of about 3 cables in a north-easterly direction.

25 The southern part of Grándes bay lies between Cape Pláka and Palaiókastron, a peninsula, 292 feet (89<sup>m</sup>0) high, about 1½ miles westward ; landing for boats can be found on a sandy beach southward of Palaiókastron.

Koureménos (Kureméno), a sandy bay, is entered between Palaiókastron and a point on the western side of Grándes bay, about three-quarters of a mile north-north-westward ; for landing purposes, the northern half of this bay should be used in preference to the southern half as large patches of rock fringe the beach of the latter.

Cape Ténda lies about half a mile north-north-eastward of the  
35 northern entrance point of Koureménos bay.

*Chart 2715, plan of Eremópolis bay.*

The southern entrance point of Vaie bay lies about 2 miles northward of Cape Ténda and Peristeróvrakhoi (Pigeon rocks), about a cable further northward and a short distance offshore, from the northern  
40 entrance point. Peristeróvrakhoi are above water and are surrounded by other rocks which are sunken ; a spit near the outer end of which are some rocks awash, extends for a short distance eastward of Peristeróvrakhoi.

Mávros vrákhos (Black rock), above water, with another above  
45 water rock close southward, lies about 1½ cables northward of Peristeróvrakhoi and a cable offshore. Mávros vrákhos lies on the south-eastern part of a reef, some of the rocks on which are awash.

Erimópolis bay is entered between a point on the coast about a quarter of a mile northward of Mávros vrákhos and a point about  
50 1½ cables south-westward.

*Chart 1555, plan of anchorages near Cape Sídhero.*

Between the northern entrance point of Erimópolis bay and Cape Sídheros (Lat. 35° 19' N., Long. 26° 20' E.), the north-western side of Grándes bay is indented by small bays. Dhaskaliá, an islet 20 feet

*Chart 1555, plan of anchorages near Cape Sídhero.*

(6<sup>m</sup>1) high, lies about a mile southward of Cape Sídheros and 1½ cables off the southern entrance point of one of these small bays, with a depth of 15 fathoms (27<sup>m</sup>4) in the fairway of the channel between; a rocky spit, with a depth of 2½ fathoms (4<sup>m</sup>6) at its outer end, extends nearly a cable off the south-eastern extreme of the islet. The head of the bay westward of Dhaskaliá, which is shallow, is separated from that of Kiriamádhi bay, westward, by a narrow isthmus. 5

Naváyion (Wreck) rocks, awash, lie about three-quarters of a mile south-south-eastward of Cape Sídheros and from 2 to 4 cables offshore. 10

Áyios Ioánnis bay, which is small and in which there is a depth of 2 fathoms (3<sup>m</sup>7), is entered about 3 cables southward of Cape, Sídheros (Lat. 35° 19' N., Long. 26° 20' E.).

During the summer, the prevailing winds are northerly, and the direction of the current is southerly, off this part of Kríti. During September, a steady north-westerly wind, force 5, often blows for several days. South-westerly winds are squally. 15

*Chart 2724, plan of Grandes bay.*

**Anchorages.**—Good shelter may be obtained with northerly gales southward of Grándes islands, in a depth of not less than 18 fathoms (32<sup>m</sup>9). 20

Good shelter may be obtained in the approach to Koureménos bay during southerly winds in depths of 9 or 10 fathoms (16<sup>m</sup>5 or 18<sup>m</sup>3). This bay affords as good shelter as Erimópolis bay during the summer gales from north to north-west. 25

*Chart 2715, plan of Eremopoli bay.*

There is anchorage in the approach to Erimópolis bay with Mávros vrákhos bearing 232°, distant half a mile, in depths of from 12 to 17 fathoms (21<sup>m</sup>9 to 31<sup>m</sup>1), where there is fair holding ground, muddy sand and weed; coasting craft anchor further in. 30

*Chart 1555, plan of anchorages near Cape Sídhero.*

In the small bay westward of Dhaskaliá a small vessel might obtain shelter in northerly or westerly gales.

*Charts 2536b, 2836a, 2606, 2158b, 449.*



## CHAPTER III

SOUTH-EASTERN COAST OF GREECE FROM CAPE TAÍNARON TO  
CAPE SKÍLLAION, INCLUDING KÍTHIRAI AND  
ANDIKÍTHIRAI STRAITS.

*Charts 3372 and 1685.*

**GULF OF LAKONÍA.**—**General description.**—The entrance to the Gulf of Lakonía, called by the Greeks Lakonikós Kólpos, lies between Cape Taínaron, and Cape Aylá María, 22 miles east-north-  
5 eastward.

Máni peninsula, terminating in Cape Taínaron (*Lat.* 36° 23' N., *Long.* 22° 29' E.), forms the western side of the Gulf of Lakonía; its most conspicuous mountains, from northward, are Mount Tafyetos (Taygetos), 7,897 feet (2,407<sup>m</sup>0) high, with its summit Áyios Ilías,  
10 nearly always covered in snow, except during the summer, lying 35 miles northward of Cape Taínaron and about 6 miles inland; Mount Mávro, 6,274 feet (1,912<sup>m</sup>3) high; Mount Kouvénova (Kubenova), 4,827 feet (1,471<sup>m</sup>3) high; Sangiá (Sanghia) mountains, 3,777 feet (1,151<sup>m</sup>2) high; Mount Miniátika, 3,530 feet (1,075<sup>m</sup>9) high, and Mount  
15 Kakó, 3,000 feet (914<sup>m</sup>4) high, the latter being 8½ miles northward of Cape Taínaron.

In clear weather these mountains may be seen at a great distance; Mount Tafyetos is, however, frequently enveloped in clouds, except during the dry summer months. With south-easterly winds, the  
20 mountains are usually covered with clouds.

The islands of Andikíthira, and Kíthira, lie between the north-western end of Kríti and the entrance to the Gulf of Lakonía.

Élos peninsula, the mountains of which are arid and sterile, forms the eastern side of the Gulf of Lakonía. From Mount Koúrkoula  
25 (Kurkula), 2,990 feet (911<sup>m</sup>3) high, situated near the north-eastern angle of the gulf and about 2 miles inland, the chain of mountains continues in a south-south-easterly direction to Mount Kríthina, 2,571 feet (783<sup>m</sup>6) high, and terminates in Cape Maléa, 4 miles further south-eastward.

30 The head of the gulf, about 8 miles across, is formed by a plain, the land consisting of alluvial soil brought down by the Evrótas river; lofty mountains are seen at the head of the valley.

The principal port in the gulf is that of Yíthion, page 61, in the north-western corner. There are no outlying dangers, the depths are

*Charts 2836a, 1800, 2603, 2158b, 449.*





*Cape Tainaron,  
bearing 658°, 22 miles.*

Cape Tainaron from west-south-westward.  
(Original dated 1870.)



*C. Tainaron,  
bearing 261°, 6 miles.*

Cape Tainaron from eastward.  
(Original dated 1912.)

*Charts 3372 and 1685.*

considerable, and the winds are similar to those in the Gulf of Messinía (Kalamata). See Mediterranean Pilot, Volume III.

**Caution.**—The squalls down the mountain slopes, all along the eastern side of Máni peninsula, are especially severe, rendering it 5 dangerous for boats.

*Chart 3372.*

**Western side of the gulf.**—The western side of the Gulf of Lakonía is rugged and irregular.

Cape Taínaron (Matapan) is the southern extreme of a peninsula, 10 joined to that of Máni, about 3 miles northward by a narrow isthmus, which separates Marmári bay, on its western side, from Káyo harbour, on its eastern side; this peninsula consists almost entirely of grey marble. Northward of the cape the land rises gradually for  $1\frac{1}{2}$  miles to Matapan mountain, 1,025 feet (312<sup>m</sup>4) high, and then slopes steeply 15 towards the isthmus; therefore, when seen from eastward or westward at a distance of 12 miles or more, it appears as a triangular or wedge-shaped island, see views facing this page. When the distance is so great that the high land of the cape is below the horizon, Mount Miniátika, about 9 miles northward and which is flat-topped, will 20 probably be seen; the southern slope of this mountain must not then be mistaken for the high land of the cape.

When immediately southward of Cape Taínaron (*Lat. 36° 23' N., Long. 22° 29' E.*), its extremity cannot be identified until the lighthouse can be distinguished on account of the high land behind, but, about 25 8 miles north-westward of the cape are the steep cliffs of Cape Gróssso (chart 1685), forming regular terraces, and about a mile north-eastward of the lighthouse is Kistérnes hill, which has a conspicuous, sharp, rounded summit, 344 feet (104<sup>m</sup>8) high, rising immediately above the 30 well-defined cape of the same name.

Cape Taínaron is steep-to and clear of danger, and may be approached within a short distance.

The current in the vicinity of Cape Taínaron generally sets westward at the rate of nearly a knot, see page 17. With strong northerly winds and when near the coast, sailing vessels should be prepared for 35 baffling and heavy squalls which blow from the high land. In fine weather landing may be effected on the eastern side of the cape, immediately under the lighthouse.

The coast westward of Cape Taínaron is described in Mediterranean Pilot, Volume III.

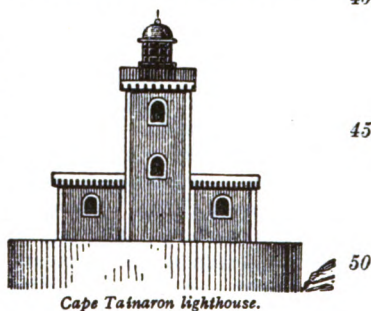
**Light.**—A light (*Lat. 36° 23' N., Long. 22° 29' E.*) is exhibited, at an elevation of 134 feet (40<sup>m</sup>8), from a square masonry tower and dwelling, 52 feet (15<sup>m</sup>8) in height, on Cape Taínaron, see view.

*Charts 3372 and 1685.*

**Coast.**—Katergáki rock, 6 feet (1<sup>m</sup>8) high, lies about 4 cables north-north-eastward of Cape Taínaron and close offshore.

*Chart 1685, plan of Port Asomata.*

Asómatos harbour is entered between a point about 2 cables northward of Katergáki rock and a point about



*Charts 1685, 2836a, 1800, 2603, 2158b, 449.*

*Chart 1685, plan of Port Asomato.*

2 cables further north-north-eastward, and has three small bights at its head, near which the depths decrease gradually. Asómatos harbour affords good shelter from all winds except those from between south  
5 and south-east, and the hills around this harbour not being so high as those about Vathí harbour, it is not subject to such heavy squalls as the latter. There is a small village near the head of the harbour.  
*Chart 1685, plan of Port Vathy.*

Cape Kistérnes, page 57, close northward of which there is a depth  
10 of 5 fathoms (9<sup>m</sup>1), separates Asómatos and Vathí harbours. The latter is inferior to Asómatos harbour, for, though well protected seaward by Cape Kistérnes, it is very narrow, the water deep, and it is subject to heavy squalls from all directions. The entrance lies between a point about 4 cables north-westward of Cape Kistérnes, and a point, close  
15 southward of which there is a depth of 5 fathoms (9<sup>m</sup>1), about 1½ cables south-westward; there are two small bights at the head of the port.

Fair anchorage may be obtained near the head of Vathí harbour in a depth of 11 fathoms (20<sup>m</sup>1), but it is only about 130 yards (118<sup>m</sup>9) wide.

*20 Chart 3342, plan of Port Kaio.*

**Káyo harbour.—Danger.**—Káyo (Kaio) harbour is entered between Entrance point (*Lat.* 36° 25' N., *Long.* 22° 29' E.), situated about 1½ miles northward of the north-eastern entrance point of Vathí harbour, and North point, which is of a reddish colour, about  
25 2½ cables northward. This harbour is open eastward, but is superior to either Asómatos or Vathí harbours, although the anchorage is much restricted by Harbour shoal. The isthmus which divides the head of Káyo harbour from that of Marmári bay, is mentioned on page 57. A conspicuous tower, 445 feet (135<sup>m</sup>6) high, stands on a hill on the  
30 south-western side of the harbour, about half a mile south-westward of Entrance point. The harbour may be identified at a distance by the break in the land at the isthmus. A few houses are scattered round the shores of the harbour, the most conspicuous being the buildings of a former monastery on the north-western side, about a quarter of a mile  
35 westward of North point. The village of Káyo, which is somewhat hidden from the anchorage, is situated on a hill, 500 feet (152<sup>m</sup>4) high, about half a mile southward of Entrance point. The mountain slopes are terraced for cultivation in places.

Harbour shoal is a rocky shoal, with depths of less than 10 fathoms  
40 (18<sup>m</sup>3) over it, lying in a north-easterly direction, in the middle of the harbour. The extent of the shoal can best be seen on the chart; on it there are two rocky heads, Outer rock, the north-eastern head, over which there is a depth of 4 fathoms (7<sup>m</sup>3), is in the way of vessels entering the harbour, and lies about 1½ cables north-westward of  
45 Entrance point. Inner rock, with a depth of only 2 fathoms (3<sup>m</sup>7), lies about a cable south-westward of the Outer rock. These shoal heads can generally be distinguished in daytime by the appearance of the water over them. The north-eastern extremity of the land southward of the harbour, bearing 150° and open north-eastward of Entrance  
50 point, leads north-eastward of Harbour shoal.

**Light.**—A light is exhibited, at an elevation of 64 feet (19<sup>m</sup>5), from a red iron column with a masonry base, 16 feet (4<sup>m</sup>9) in height, situated on Entrance point.

**Anchorage.**—The best anchorage is in the southern bight of the

*Charts 3372, 1685, 2836a, 1800, 2603, 2158b, 449.*

*Chart 3342, plan of Port Kaio.*

harbour, in a depth of 17 fathoms (31<sup>m</sup>1), protected from easterly winds, where it is necessary for all but small vessels to moor; anchorage can also be obtained northward of Harbour shoal, where the depths are greater.

**Communication.**—Káyio is in regular steamer communication with the Piraiévs (Piræus).

*Chart 3372.*

**Coast.**—Between the northern entrance point of Káyio harbour and Cape Dhimarístika (Demaristika), 3½ miles northward, the coast is high and rugged, the mountains descending abruptly to the shore, which is steep-to.

There is a small cove, suitable only for small craft, situated about 1½ miles northward of Káyio.

At Cape Dhimarístika the coast trends north-north-westward for 2½ miles, and then northward for 8½ miles to the head of Kolokithiá bay, with the same characteristics.

Mount Kakó (Kakovuni) and the Sangiá mountains, 2 miles inland, are here plainly seen, as also the scattered villages perched on their lower slopes, with their many towers, a common feature of all houses on the western side of the gulf.

There are a few indentations used only by coasting craft, considerable depths being found close inshore. Nímfi (Nimphi) cove, formed by a narrow cleft, about 4 miles northward of Cape Dhimarístika (Lat. 36° 29' N., Long. 22° 30' E.), may be considered the most important.

Kolokithiá bay is entered between Cape Kolokithiá, 6½ miles northward of Cape Dhimarístika, and Cape Argiliás, about 2 miles south-westward; this bay has high land on each side, from which brief squalls frequently descend, and, being open south-eastward and much exposed, should not be resorted to except in a case of necessity.

Cape Kolokithiá is the southern extreme of a bluff reddish promontory forming the eastern side of the bay; a rocky shoal, over which there is a depth of 4 fathoms (7<sup>m</sup>3), extends southward of the cape for 3 cables. The head of the bay is divided into two bights by a small promontory, close off the southern end of which is a rock with less than 6 feet (1<sup>m</sup>8) over it. The small town of Kótronas lies at the head of the eastern bight; a shallow bank, on which is a sunken rock, extends for about 2 cables off the shores of this bight. There are several villages here and also in the valley north-westward.

The anchorage in Kolokithiá bay is not good; the best obtainable is in the north-eastern bight, with the southern extreme of the promontory, at the head of the bay, bearing 274°, distant 3½ cables, the squalls from the Sangiá mountains being less severely felt here, see caution on page 57.

*Chart 3351.*

**Skoútari bay.**—**Dangers.**—Skoútari (Skutari) bay is entered between Cape Stavrí, the eastern extreme of the promontory which separates this bay from Kolokithiá bay, and Cape Paganíá, about 2½ miles north-north-eastward. Skoútari bay is well sheltered from all winds except those from south-east, to which it is entirely open, but as the bottom is mud, it is considered a secure anchorage. The most conspicuous landmarks are Skoútari chapel with a white dome, standing on a hill, 252 feet (76<sup>m</sup>8) high, at the head of the bay; Refuge

*Chart 3351.*

bluff, 52 feet (15<sup>m</sup>8) high, on the south-western side, about 1½ miles south-south-eastward of the chapel; Stavrí hill, 607 feet (185<sup>m</sup>0) high, above Cape Stavrí; and Cape Strongilí (Rounding point), 390 feet (118<sup>m</sup>9) high, on the north-eastern side of the entrance, about half a mile westward of Cape Paganiá (*Lat.* 36° 38' N., *Long.* 22° 33' E.).

Cape Paganiá is bold, and 393 feet (119<sup>m</sup>8) high, and lies at the south-eastern extreme of a promontory forming the north-eastern side of Skoútari bay; this promontory is a nearly flat tableland, 520 feet (158<sup>m</sup>5) high.

Paganiá rock, over which there is a depth of 5 fathoms (9<sup>m</sup>1), lies on a rocky ledge which extends south-south-eastward from Cape Paganiá for a distance of 2 cables. When approaching from north-

ward, the cape should be rounded at a distance of at least half a mile. Storm cove and Fisherman's cove, divided by a projection, are situated on the north-eastern side of Skoútari bay, about a half and three-quarters of a mile, respectively, north-north-westward of Cape Strongilí. The depths decrease gradually towards the head of the bay, except for Harbour rock, with a depth of 1½ fathoms (2<sup>m</sup>3) over it, which lies on the western side of the head, about half a mile north-north-westward of Refuge bluff and less than a cable offshore.

Skoútari town stands on the slopes of a hill at the head of the bay.

**Anchorage.**—The anchorage affording the best shelter is near the north-western end of the bay, in a depth of 11 fathoms (20<sup>m</sup>1), with Refuge bluff bearing 190°, distant about 6 cables, and the chapel on Skoútari hill bearing 322°. Squalls from the high mountain slopes westward are less severely felt here than in other parts of the bay. See caution on page 57.

*Chart 3372.*

**North-western side of the gulf.**—Between Cape Krommidhára (Kremidara), situated 1½ miles northward of Cape Paganiá, and Cape Mavrovouni, about 5 miles north-north-eastward, there is a bight, the head of which is divided into Káto Vathí (South) bay and Epáno Vathí (Vathi) bay by a projection on which is a conspicuous tower, 350 feet (106<sup>m</sup>7) high, standing about 2 miles north-westward of Cape Krommidhára; Epáno Vathí bay is the northern of these two.

The bight affords no shelter, but temporary anchorage may be obtained, in depths of between 13 and 14 fathoms (23<sup>m</sup>8 and 25<sup>m</sup>6), less than half a mile off the sandy beaches at the heads of Káto and Epáno Vathí bays, off which the depths increase rapidly.

Cape Mavrovouni is steep-to and may be approached, within a quarter of a mile; close off its southern extreme is a rock, 2 feet (0<sup>m</sup>6) high, almost connected to the coast, and on which the sea nearly always breaks. The village of Mavrovouni, situated on rising ground above the cape, is conspicuous from all directions.

Between Cape Mavrovouni and a cliffy point, on which there is a conspicuous tower, about 4 miles north-eastward, there is a bight. Yíthion harbour, described on page 61, lies on the south-western side of this bight. Kákí skála, where there is a ruined fort, is situated on a hill on the north-western side of the bight, about 2 miles south-westward of the northern entrance point. Tría (Trinisi), three black islets, lie on a shoal which extends off the northern shore of the bight; the outermost of these islets lies near the extremity of the shoal,



*Chart 3372.*

about half a mile south-south-westward of the conspicuous tower mentioned above, and 3 cables offshore. Between Tría islets and the coast there is anchorage for small vessels with local knowledge.

*Chart 3342, plan of Githion.*

**Yíthion harbour.**—Yíthion (Githion), the port of Spárti, stands on the coast at the foot of a hill, about  $1\frac{1}{2}$  miles northward of Cape Mavrovouíni; it is the principal seaport of the district of which Spárti, situated about 25 miles northward, is the capital. The harbour is sheltered from southerly winds by Marathón (Cranæ) islet which stands on a shoal extending offshore for about 3 cables and is connected by a short causeway with the coast, but easterly winds cause a nasty sea in the roadstead. On Marathón islet there is a small church built in the form of an ancient temple. On the eastern side of the town there is a small jetty projecting in a northerly direction and forming an inner harbour.

The most conspicuous objects are the lighthouse and turret on Marathón islet; the chapel on Yíthion hill, 549 feet (167<sup>m</sup>3) high; a chapel with a white dome at the north-western end of the town, close to the road; the Prefect's house and flagstaff, on the northern side of the town, close to the coast; the mill,  $1\frac{1}{4}$  cables northward of the Prefect's house; and various chimneys.

On a hill northward of the town there are vestiges of the ancient town.

**Lights.**—A light (*Lat.*  $36^{\circ} 45' N.$ , *Long.*  $22^{\circ} 34' E.$ ) is exhibited, at an elevation of 87 feet (26<sup>m</sup>5), from a white octagonal tower, 73 feet (22<sup>m</sup>3) in height, situated on the eastern end of Marathón islet. *See view*

A light is exhibited, at an elevation of 10 feet (3<sup>m</sup>0), from an iron column on the jetty head at Yíthion.

**Anchorages.**—The best anchorage is, in a depth of about 17 fathoms (31<sup>m</sup>1), with the lighthouse on Marathón islet bearing  $161^{\circ}$ , distant about  $2\frac{1}{2}$  cables.

Small vessels with local knowledge secure alongside the jetty or anchor closer to Marathón islet.

The depths increase rapidly off the coastal bank, and attention to this is necessary.

**Communications.**—There is steamer communication with the Piraiévs, Pátrai and certain intermediate ports.

**Trade.**—The imports consist mainly of grain, cloths and cotton stuffs, building materials and timber.

**Supplies.**—Small quantities of fresh provisions can be obtained. *Charts 3342 and 3372.*

**Directions.**—A vessel approaching Yíthion should be guided by the conspicuous truncated peak of Xilí, on the eastern side of the gulf, whilst the two promontories of Cape Stavrí and Cape Paganiá will be distinguished on the western side, the former being the higher of the two; further northward, Cape Mavrovouíni, on which stands a village, will appear reddish in colour. Marathón islet should be given a



*Marathón islet lighthouse.*



*Charts 3342 and 3372.*

berth of one cable in passing, and a vessel should anchor as directed. In approaching the anchorage and the coast northward of it, a vessel should not stand close in without attention to the soundings, on  
5 account of the shallow coastal bank which, abreast the anchorage, extends for a distance of  $1\frac{1}{2}$  cables offshore.

Approaching from Elafonísi strait, Mount Tafyetos, page 56, is useful as a landmark, being nearly in line with the anchorage.

*Chart 3372.*

10 **Eastern side of the gulf.—Aspect.**—Cape Ayía María, page 56, is the south-western extreme of Élafos (Elaphonisos), an island, which is 906 feet (276<sup>m</sup>1) high and barren; this island lies on the northern side of Elafonísi strait, page 65, and is separated from the south-western side of Élos peninsula by a boat channel.

15 Mount Astratigos, 1,400 feet (426<sup>m</sup>7) high, is situated about  $10\frac{1}{2}$  miles northward of Cape Ayía María and  $1\frac{1}{2}$  miles inland. The rugged summit of Mount Kimátissa (*Lat. 36° 41' N., Long. 22° 53' E.*), 1,715 feet (522<sup>m</sup>7) high, stands about  $3\frac{1}{2}$  miles further northward and less than 2 miles inland. Akrópolis (Acropolis) hill, 1,015 feet (309<sup>m</sup>4)  
20 high, on which are the ruins of a chapel and other buildings, is a remarkable flat-topped rock with steep sides, situated about a mile westward of Mount Kimátissa. Xíli (Xyli) peak, 1,056 feet (321<sup>m</sup>9) high, lies near the centre of a promontory, about 3 miles west-south-westward of Mount Kimátissa; when seen from southward, this peak appears  
25 like an island in the form of a truncated cone, and at a distance of 12 miles the white rocks on its summit seem almost like the ruins of a castle, but, when viewed from westward, it has a different appearance. The land southward of the peak is comparatively low, terminating, at a distance of  $1\frac{1}{2}$  miles, in Cape Xíli, the summit of which is  
30 round, and which is joined to the base of the peak by an isthmus.

Mount Kouírkoula, page 56, 8 miles northward of Xíli peak, is round-topped and easily distinguished. The Dhídhimoi (Twin) peaks form a prominent object one mile southward of Mount Kouírkoula and 2 miles inland; the southern peak is the higher, having an elevation  
35 of 2,561 feet (780<sup>m</sup>6). From the Dhídhimoi peaks this range slopes steeply southward in low flat hills to the plain of Foinikí (Phiniki), situated midway between the Dhídhimoi peaks and Mount Kimátissa.  
*Chart 1436, plan of Vatika bay and Cervi island.*

**Coast.**—A coastal bank, about a cable wide, extends from the  
40 south-western side of Cape Ayía María. An islet, 39 feet (11<sup>m</sup>9) high, lies on the north-western end of the coastal bank which extends for a distance of about 2 cables from the western side of Élafos about half a mile north-westward of Cape Ayía María. Between a point about half a mile northward of the 39-foot (11<sup>m</sup>9) islet, and the southern  
45 entrance point of the boat channel, previously mentioned, about  $2\frac{1}{4}$  miles north-eastward, the north-western side of Élafos is slightly indented and the coastal bank extends offshore in places as much as half a mile; the Poriá (Poriki) islets, the south-westernmost of which is 58 feet (17<sup>m</sup>7) high, lie on this coastal bank. The positions of these  
50 islets can best be seen on the chart.

The shallow boat channel, separating Élafos from Élos peninsula, is entered between the southern entrance point, mentioned above, and a point about 8 cables north-eastward. The northern coast of Élafos, forming the southern side of the boat channel, is low and

*Chart 1436, plan of Vatika bay and Cervi island.*

sandy with rocky projections. At its eastern end, the channel becomes tortuous and very narrow between the north-eastern extreme of Élafos and a sandy point on the mainland northward, both of which are bordered by shallow banks. There is a depth of only about one fathom (1<sup>m</sup>8) in the fairway of this part of the channel, and the current sets strongly through it in a westerly direction. There is a village and a white chapel on the north-eastern extreme of Élafos and an islet lies close off it.

*Chart 3372.*

Cape Keléndhi (Kulendi), on which stands a conspicuous tower, is 339 feet (103<sup>m</sup>3) high and lies about 3 miles north-north-westward of the north-western entrance point of the boat channel, the coast between being low. North-westward of Cape Keléndhi the coast becomes high and mountainous.

Gláros (Klaro), an islet, lies about 3 miles north-westward of Cape Keléndhi and a quarter of a mile offshore, with a rock, awash, on the shoal between it and the coast. A bank, on which there are depths of from 2 to 4 fathoms (3<sup>m</sup>7 to 7<sup>m</sup>3), extends southward of Gláros for 3 cables and near the southern end of this bank there are some rocks which are 4 feet (1<sup>m</sup>2) high. Small vessels with local knowledge find shelter north-eastward of Gláros (*Lat.* 36° 35' N., *Long.* 22° 54' E.).

Anchorage may be obtained, in a depth of 12 fathoms (21<sup>m</sup>9), three-quarters of a mile northward of Cape Keléndhi and half a mile offshore; also in depths of 10 and 11 fathoms (18<sup>m</sup>3 and 20<sup>m</sup>1), respectively, half a mile south-eastward and north-westward of Gláros.

*Chart 1436, plan of Xyli bay.*

Foniás (Phunia) tower, a conspicuous object standing within Cape Liriótiki (Lyriotiki), which is bluff, is situated three-quarters of a mile north-north-westward of Gláros, and, about 1½ miles further north-north-westward, is Cape Arkhángelos, a tongue of land with a hill near its extremity. Some sunken rocks lie close off this stretch of coast. A rock, 4 feet (1<sup>m</sup>2) high, lies 3½ cables north-westward of Cape Liriótiki and close offshore. Kaloyíroi (Monk), rocks, one of which is 4 feet (1<sup>m</sup>2) high, about half a mile further north-westward, lie on a bank, on which there is a depth of 3 fathoms (5<sup>m</sup>5) and which extends offshore for about 2 cables. A bank, over which there are depths of from one to 5 fathoms (1<sup>m</sup>8 to 9<sup>m</sup>1) extends offshore in a south-south-westerly direction for about 4 cables, a short distance southward of Cape Arkhángelos.

Between Cape Arkhángelos and Cape Xilí (Xyli), about 2½ miles north-westward, there is a bay, in which are two others; Arkhángelos bay, the south-eastern of these two bays, is entered between Cape Arkhángelos and a point about a mile north-north-eastward. This bay is sheltered from south-westerly winds by Cape Arkhángelos, but is open north-westward. A narrow rocky coastal bank fringes the shores of this bay and the depths increase rapidly from its head outside the coastal bank. A small church and some houses mark a cove, suitable for small vessels with local knowledge, which is situated at the head of the bay.

**Xilí bay.**—This bay, which is open southward, is entered between Cape Xilí and a point about 2½ miles eastward; the promontory of which Xilí peak, page 62, is the summit, forms the western side of the bay. Árasma harbour lies at the head of Xilí bay, and Port

*Charts 3372, 1685, 2836a, 1800, 2603, 2158b, 449.*

*Chart 1436, plan of Xyli bay.*

Plitra is situated on the north-eastern side of Árasma harbour; a pier extends from the southern entrance point of this port. Between Port Plitra and the northern entrance point of Arkhángelos bay the coast is fringed by a narrow rocky coastal bank, which should be given a wide berth; during heavy rains several streams flow into the sea from this part of the coast, but in the summer they are usually dry. Vestiges of the ancient town of Blitra, now submerged, extend for nearly 2 cables south-eastward from a point on the north-eastern side of the bay situated about 2 miles north-north-eastward of Cape Xili lighthouse. Depths of less than 5 fathoms (9<sup>m</sup>1) extend off the head of Árasma harbour for a distance of nearly a quarter of a mile.

**Lights.**—A light (*Lat.* 36° 39' N., *Long.* 22° 49' E.) is exhibited, at an elevation of 39 feet (11<sup>m</sup>9), from an iron column on a hut, 19 feet (5<sup>m</sup>8) in height, situated on the eastern extreme of the peninsula of Cape Xili.

A light is occasionally exhibited from the head of the pier at Port Plitra.

**Anchorage.**—There is anchorage in the northern part of Xili bay, in depths of from 12 to 18 fathoms (21<sup>m</sup>9 to 32<sup>m</sup>9), sand, with Xili peak bearing about 266°.

*Chart 3372.*

**Coast.**—Between Cape Xili and a point about 2½ miles northward, the coast is slightly indented and several above-water rocks, the position of which can best be seen on the chart, lie close offshore. Between the last-mentioned point and Cape Moláoi (Mulaos), about 3 miles northward, there is a bight, the shore of which is fringed, in places, by a narrow rocky coastal bank. Cape Moláoi may be distinguished by a conspicuous tower, 135 feet (41<sup>m</sup>1) high, standing on the edge of the cliff about 2 cables southward of its northern extreme, with an islet, 40 feet (12<sup>m</sup>2) high, lying close offshore beneath it.

Elafa (Elea), a small seaport, lies on the eastern side of a small bight close northward of Cape Moláoi; when approaching from westward, the houses of this town and the tower near Cape Moláoi will be easily distinguished. There is a small mole on the eastern side of Cape Moláoi. Elafa is the principal port of the district.

Foiniki plain, which is cultivated, lies eastward of Elafa with numerous villages extending across the Élos peninsula as far as its eastern side; parts of this plain are occasionally flooded during the winter. Kokkiniá (Kokina) tower stands on the edge of a cliff, about 2½ miles northward of Cape Moláoi, the coast between being fringed by a shallow bank, about 3 cables wide in places; rocks, above-water, lie close offshore at distances of about 4 cables and 1½ miles, respectively, northward of Cape Moláoi, the northern of these rocks being 4 feet (1<sup>m</sup>2) high. There is a red cliff standing at the eastern end of the sandy beach forming the northern side of the gulf, about 4 cables northward of Kokkiniá tower.

**Light.**—A light (*Lat.* 36° 45' N., *Long.* 22° 48' E.) is exhibited, at an elevation of 30 feet (9<sup>m</sup>1), from an iron column on a hut, 20 feet (6<sup>m</sup>1) in height, situated on the mole head on the eastern side of Cape Moláoi.

**Anchorage.**—As the anchorage of Elafa is exposed and the depths somewhat irregular, vessels should anchor half a mile westward of the town in a depth of not less than 12 fathoms (21<sup>m</sup>9), avoiding the

*Chart 3372.*

shallow spit that extends from the low sandy point northward of the settlement.

**Head of the gulf.**—Evrótas (Iri) river runs through the valley at the head of the Gulf of Lakonía, and enters the sea by several mouths, the principal one being about 3 miles eastward of the Tría islets, page 60. The bar is shallow, but within, the river is navigable for some distance by flat-bottomed boats. The valley in the interior is cultivated. The coast along the head of the gulf, which is low and marshy, should not be approached within the distance of one mile and attention should be given to the soundings.

*Chart 1685.*

**ELAFONÍSI STRAIT.**—**General remarks.**—Elafonísi (Elaphonisos) strait, between Élafos and the southern end of Élos peninsula, on the north, and the northern end of Kíthira island, on the south, although the narrowest, is the most direct channel for vessels proceeding to the Grecian archipelago from westward, and navigation through it is assisted by the lights on Cape Spathí (*Lat. 36° 22' N., Long. 22° 57' E.*) and Cape Zóvollo, 3 miles westward of Cape Maléa.

Its narrowest portion is  $4\frac{1}{2}$  miles wide between Cape Frángo (Phrango) the south-eastern extreme of Élafos, and Cape Spathí, the northern extreme of Kíthira island; it is clear of all dangers except for the 3-fathom (5<sup>m</sup>5) rock which lies close northward of Cape Spathí.

Kíthira (Kithera) island is mountainous, arid, and of volcanic formation, the greatest elevation being on the western side, where Mount Mermingáris (Kithera),  $9\frac{1}{2}$  miles southward of Cape Spathí, attains a height of 1,668 feet (508<sup>m</sup>4), whilst, on the eastern side, Mákri hill,  $5\frac{1}{2}$  miles east-north-eastward of Mount Mermingáris, is 1,605 feet (489<sup>m</sup>2) high.

*Chart 3372.*

**Strait.**—Elafonísi strait is entered between Cape Karavoúyia (Karavugia),  $1\frac{1}{2}$  miles west-south-westward of Cape Spathí, and Cape Ayía María, page 56.

On the southern side of the strait, a low, flat, black islet, 7 feet (2<sup>m</sup>1) high, close north-westward of which is a rock with less than 6 feet (1<sup>m</sup>8) over it, lies about  $1\frac{1}{2}$  cables northward of Cape Karavoúyia. Between Cape Karavoúyia and Cape Spathí there is a bight; a rock, 4 feet (1<sup>m</sup>2) high, lies close offshore about a mile west-south-westward of Cape Spathí, and a rock, awash, with a depth of 2 fathoms (3<sup>m</sup>7) close eastward, lies in the approach to a cove in the eastern part of the bight, a short distance westward of Cape Spathí. During north-easterly winds, when landing is impossible at Ayía Pelayía, page 66, it can be effected at this cove. Cape Spathí is described on page 66.

*Chart 1436, plan of Vátika bay and Cervi island.*

On the northern side of Elafonísi strait, Sarakíniko (Saraceniko) bay is entered between Cape Ayía María and the headland of Cape Eléna (Helena), about 2 miles eastward. The latter cape has the appearance of an island, but is connected with the coast, north-eastward of it, by a low sandy isthmus. The coastal bank extends for a distance of more than half a cable south-westward of Cape Eléna. The north-eastern head of Sarakíniko bay is shallow. For anchorage, see page 68.

Frángo (Phrango) bay lies eastward of Sarakíniko bay and between

*Charts 3372, 1685, 2836a, 1800, 2603, 2158b, 449.*

*Chart 1436, plan of Vátika bay and Cervi island.*

Cape Eléna and Cape Frángo, which is cliffy and steep-to, about a mile south-eastward.

- Vátika bay is entered between Cape Frángo (*Lat. 36° 27' N., Long. 22° 59' E.*) and Cape Ayíos Ilías (St. Elia), about 5 miles east-south-eastward and is open southward. The eastern side of Élafos forms the western side of this bay; the eastern side is irregular and bordered by rocks and shoals. At the head of Vátika bay there is an amphitheatre of hills, the most lofty peak of which is 2,180 feet (664<sup>m</sup>5) high. Between the foot of this peak and the low, swampy coast at the head of the bay, the land is cultivated, whilst on the eastern side of the amphitheatre, a chain of heights extends southward to the coast in the vicinity of Cape Maléa.

For details and anchorages, *see* page 68.

- 15 Ayíos Ilías rock lies half a mile south-eastward of Cape Ayíos Ilías on the coastal bank which extends offshore here for a distance of about 2 cables; the small chapel of Ayíos Ilías is situated on the coast about a mile further east-south-eastward. Thence the high coast trends east-south-eastward for nearly a mile to Cape Zovóllo.

20 *Chart 1685.*

Between Cape Zovóllo and Cape Maléa, a bold headland, about 3 miles eastward, there is a bight; Cape Maléa, is steep-to and rises to a height of 1,970 feet (600<sup>m</sup>5). *See* view on page 75.

*Chart 3372.*

- 25 On the south-western side of Elafonísi strait, Cape Spathí consists of salient steep cliffs, 328 feet (100<sup>m</sup>0) high; these cliffs are level at the top, but southward of them, the land gradually rises, *see* view.

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Cape Spathí, bearing 090°, 6 miles.  
(Original dated 1912.)

- Close northward of Cape Spathí there is a rock, with a depth of 3 fathoms (5<sup>m</sup>5) over it, which is steep-to; this is the only danger, and the cape may be passed at the distance of half a mile.

30 *Chart 1685.*

- Between Cape Spathí (*Lat. 36° 22' N., Long. 22° 57' E.*) and the eastern extreme of Kíthira island, about 12 miles south-eastward, the coast is generally high with a few sandy spots, it is steep-to and has no off-lying dangers.

- Ayía Pelayía (Panaghia), where there is a short mole, is situated about 4 miles south-eastward of Cape Spathí. There is a depth of about 6 feet (1<sup>m</sup>8) in the harbour. It is the landing place for the town of Potamós which is connected to the telegraph system, and lies about 2 miles inland; Ayía Pelayía may be distinguished from seaward by the village on the coast with a tower southward of it. There is regular steamer communication between Ayía Pelayía and the Piraiévs. A submarine cable is landed here. For anchorage, *see* page 68.

- 45 Mákri cove, situated about 9½ miles south-eastward of Cape Spathí, is formed between the coast and Mákro (Makri) islet, the southern end of which is connected to the coast by a shallow rocky bar with a depth of only 2 feet (0<sup>m</sup>6); this acts as an excellent breakwater during

*Charts 2836a, 1800, 2603, 2158b, 449.*

*Chart 1685.*

southerly winds. The cove affords a good berth for one large vessel, being sheltered from all winds except those between north and east. There is a stone pier in the south-western part of the cove near the town for the convenience of small coasting vessels. For anchorage, 5  
see page 69.

Mákro islet is 95 feet (29<sup>m</sup>0) high; the southern end of the islet is low and a reef of above-water rocks extends off the south-eastern side of the islet for about half a cable. Mákri hill has been mentioned 10  
on page 65.

Fídhō (Ophidi), an islet, 43 feet (13<sup>m</sup>1) high, lies about half a mile eastward of the southern end of Mákro islet, with a depth of 10 fathoms (18<sup>m</sup>3) between.

*Chart 1685, plan of St. Nikolo bay.*

Andidhronéra (Anti Dragonera), the northern and smaller of the 15  
two Dhragonéres islets lying off the eastern end of Kíthira island, is 93 feet (28<sup>m</sup>3) high; it is clear of dangers on all sides, and separated from the mainland by a channel 2 cables wide, in the fairway of which there is a depth of 13 fathoms (23<sup>m</sup>8), but a rocky shoal extends for a short distance off a point on the mainland abreast of it. The channel 20  
may be used by keeping on the side nearer the islet.

Dhragonéra (Dragonera), the southern of the two Dhragonéres islets, 120 feet (36<sup>m</sup>6) high, lies 4 cables southward of Andidhronéra. Between Dhragonéra and the mainland north-westward, there is a shoal with depths of from 3 to 4 fathoms (5<sup>m</sup>5 to 7<sup>m</sup>3) over it, the 25  
latter depth being nearly in mid-channel; there is foul ground in the channel westward of Dhragonéra. Near the eastern extreme of the islet there is a rock, above-water, with shoal ground extending a short distance beyond it; here the sea breaks heavily with north-easterly winds. 30

Both Dhragonéres islets are covered with scanty grass and low scrub. From eastward, the southern islet is first seen; on a near approach, the appearance of the two are very similar, both having a dip in the middle, producing two hummocks.

There is temporary anchorage for small vessels with local knowledge 35  
between the two islets in depths of from 11 to 20 fathoms (20<sup>m</sup>1 to 36<sup>m</sup>6), with the advantage of three passages for leaving.

Owing to the imperfect nature of the survey, the plan should be used with caution.

*Chart 1685.*

Elafonísi strait is entered from eastward between the eastern extreme 40  
of Kíthira island and Cape Maléa.

*Chart 3372.*

**Lights.**—A light (*Lat.* 36° 22' N., *Long.* 22° 57' E.) is exhibited, at an elevation of 362 feet (110<sup>m</sup>3), from a circular tower and dwelling, 45  
82 feet (25<sup>m</sup>0) in height, on Cape Spathí. Halfway between the lighthouse and the cape there is a flagstaff, but it is not conspicuous.

*Chart 1436, plan of Vatiká bay and Cervi island.*

A light is exhibited, at an elevation of 46 feet (14<sup>m</sup>0), from a white iron beacon on a concrete base, 10 feet (3<sup>m</sup>0) in height, on Cape 50  
Zóvollo.

*Chart 1685.*

**Current.**—The current in the vicinity of Cape Maléa generally sets westward at the rate of about one knot, but its rate and direction

*Chart 1685.*

vary with the wind. Sailing vessels proceeding eastward or north-eastward should not close the land near the cape with the purpose of avoiding the current, as the chance of a steady breeze is more favourable in the offing.

*Chart 1436, plan of Vátika bay and Cervi island.*

**Anchorage on the northern side of Elafonísi strait.**—Anchorage may be obtained in Sarakíniko bay, sheltered from northerly or north-easterly winds, in depths of from 8 to 15 fathoms (14<sup>m</sup>6 to 10 27<sup>m</sup>4), but the holding ground is uncertain, and Vátika bay is a better anchorage.

Vátika bay is frequented by vessels encountering strong adverse winds. With southerly winds, a heavy sea sets in, but they always give sufficient warning of their approach to enable vessels to clear the bay. 15 There is no danger in entering Vátika bay, and the coast may be approached on either side within the distance of half a mile.

Levkí (Lephki) bay, on the eastern side of Élafos, is entered between a point about a mile northward of Cape Frángo and a point about three-quarters of a mile further north-north-westward.

20 Petrí isle is situated in the north-western angle of Vátika bay, about 2 cables eastward of the north-eastern entrance point of the boat channel mentioned on page 62, and a short distance off-shore.

Neápolis, the principal town in the neighbourhood, lies on the north-eastern side of the bay about 3½ miles eastward of Petrí isle. There 25 is a small pier, suitable for boats, with a depth of 15 feet (4<sup>m</sup>6) at its head, at Neápolis and the town is connected with the telegraph system; it is also in regular steamer communication with the Piraiévs and intermediate ports.

30 Fresh provisions can generally be obtained.

In 1932, the population of Neápolis was about 3,000.

The village of Glikí can be seen half way up the mountain about 1½ miles south-eastward of Neápolis.

H.M.S. *Goldfinch* found Levkí bay a useful and convenient anchorage, 35 while surveying in the vicinity, with strong westerly and south-westerly winds, when the anchorages in Sarakíniko and Vátika bays were undesirable.

In Vátika bay, vessels anchor as convenient off Neápolis in a depth of about 15 fathoms (27<sup>m</sup>4), or at the head of the bay, where, in easterly 40 or north-easterly winds, a good berth may be obtained half a mile offshore, in a depth of 10 or 12 fathoms (18<sup>m</sup>3 or 21<sup>m</sup>9), sand. The nature of the bottom on the eastern side of the bay is uncertain, being rocky in places. In a westerly or south-westerly gale, or even with a south-south-westerly wind, it is reported by local seamen that the 45 best anchorage is about a quarter of a mile eastward of Petrí isle (Lat. 36° 31' N., Long. 22° 59' E.), where they consider a vessel to be safe in any wind.

*Chart 1685.*

**Anchorage on the south-western side of Elafonísi strait.**—

50 Vessels may anchor in a depth of 12 fathoms (21<sup>m</sup>9) off the village at Ayía Pelayía.

In December, 1939, H.M.S. *Arethusa* found good anchorage abreast the village of Ayía Pelayía, with Cape Spathí lighthouse bearing 327°, in a depth of 21 fathoms (38<sup>m</sup>4), clay and sand, about a mile

*Chart 1685.*

offshore ; a westerly wind, force from 6 to 7, was blowing, with heavy squalls off the land, but boat work was not interrupted.

In Mákri cove good anchorage may be obtained in a depth of 12 fathoms (21<sup>m</sup>9) midway between Mákro islet and the coast, with the northern extreme of the islet bearing about 055°, distant 3 cables.

The temporary anchorage between the Dhragonéres islets is mentioned on page 67.

**Directions.**—A vessel approaching Elafonísi strait from westward, after passing Cape Tainaron (*Lat. 36° 23' N., Long. 22° 29' E.*) should steer for Cape Spathí, passing about 2 miles northward of it. Cape Maléa may then be rounded at any convenient distance as the depths are considerable close inshore, but it is advisable with northerly or north-easterly winds when under sail to give it a fair berth in order to avoid the heavy squalls, light winds and calms which occur under the high land.

In rounding Cape Maléa it frequently happens that sailing vessels from westward approach those from eastward, each before the wind, when it becomes necessary to watch one another closely.

In bad weather or before a northerly gale, Mount Kríthina, situated 4 miles north-westward of Cape Maléa, is always shrouded by dense masses of clouds, which roll down the side of the mountain with great velocity, followed quickly by the wind with great force. Sailing vessels, therefore, having to bear up from the archipelago, especially at night, should be under easy sail to enable them to beat into Vátika bay without having to shorten sail on account of the squalls from the high land.

With north-easterly winds, sailing vessels should work up under the lee of Kíthira island, the western side of which is described below, so as to avoid the current, and if necessary, lie to, or anchor. Temporary anchorages may be found at Pallikári, Faná Kopíá (Phana Kopia), and Áyios Nikólaos bays in the island of Kíthira, Sarakíniko and Vátika bays.

*Charts 3372 and 1685.*

**KÍTHIRA ISLAND.**—**General remarks.**—The principal peaks in Kíthira island are mentioned on page 65. There are several caves in the island noted for their porphyry.

The climate is healthy.

The principal town is Kíthira (*Lat. 36° 08' N., Long. 23° 00' E.*) situated near the head of Kapsáli bay, page 71, at the southern end of the island.

The island of Kíthira is under the jurisdiction of the Kingdom of Greece ; the usual port and quarantine regulations should be observed.

The produce of the valleys are grapes, wine, oil, melons, figs, hemp, cotton, and honey, all of which are exported. Hares, rabbits, and turtle-doves are numerous, and in the autumn, quail and other birds. The fisheries form a large item in the commerce of the island.

The coasts of the island are high, scarped, with small off-lying islets here and there, surrounded by deep water, and the western and south-western sides are irregular with precipitous cliffs. The north-eastern coast is described on page 66.

*Chart 3372.*

**Western side of Kíthira.**—The western coast of Kíthira is high,

*Charts 1685, 2836a, 1800, 2603, 2158b, 449.*

D\*



*Chart 3372.*

sinuous, and clear of off-lying dangers ; small islets lie here and there from half a mile to a mile offshore, but the depths near them are considerable. Sailing vessels lying-to under the lee of the island during  
 5 strong north-easterly winds should be under easy sail, as heavy whirling squalls often blow from the high land.

From Cape Karavouíya, page 65, southward, the coast is bold and steep, skirted by straggling rocks and the landing is difficult.

Plátanos rock, 32 feet (9<sup>m</sup>8) high, lies close off a point about 3½ miles  
 10 south-south-westward of Cape Karavouíya ; it appears as a well-defined cone when viewed from northward or southward.

Pallikári bay, entered between two points situated 2 and 2½ miles, respectively, south-south-eastward of Plátanos rock, is free from danger and affords temporary anchorage only ; it should be quitted  
 15 at once on the approach of a westerly wind, which creates a turbulent sea all along this coast.

Faná Kopíá bay is entered between Cape Roufoiyalós (*Lat. 36° 16' N., Long. 22° 55' E.*), situated about 3 miles south-south-eastward of Plátanos rock, and Cape Limniónas (Anaphisos point), about 2½ miles  
 20 southward. Cape Roufoiyalós (Ruphugialos) is the northern termination of some remarkable perpendicular dark cliffs, 800 feet (243<sup>m</sup>8) high, which have a sheer descent to the sea ; two islets, one of which is 38 feet (11<sup>m</sup>6) high, lie close northward of the cape, and immediately southward of it there is an inlet with a shingle beach at its  
 25 head, beyond which there is an extensive ravine, forming a break in the cliffs. A rocky islet, 30 feet (9<sup>m</sup>1) high, lies on the northern side of the inlet close offshore.

Axíni islets, rocky and two in number, lie in the south-western approach to Faná Kopíá bay ; the northern islet, elevated 22 feet  
 30 (6<sup>m</sup>7), with a rock, 8 feet (2<sup>m</sup>4) high, close south-eastward, lies about three-quarters of a mile northward of Cape Limniónas ; the southern islet, half a mile south-eastward of the northern islet, is 31 feet (9<sup>m</sup>4) high and lies close offshore, with foul ground extending north-westward of it for a distance of a quarter of a mile. A rock, which nearly  
 35 always breaks, lies nearly two cables west-north-westward of the southern islet. There is a narrow passage between the Axíni islets with uneven depths, but it is not recommended.

Faná Kopíá bay affords the only anchorage in this vicinity, and was frequently used by H.M.S. *Goldfinch* in 1902 ; it is moderately  
 40 protected from westward, but the backwash, caused by the swell striking the cliffs northward, creates a confused sea and there is generally a swell.

The slopes from Mount Mermingáris, page 65, descend abruptly to the southern side of the bay, and landing is difficult except during  
 45 fine weather.

A vessel approaching from northward should pass Cape Roufoiyalós at a distance of about half a mile, anchoring in a depth of 16 fathoms (29<sup>m</sup>3), with the southern Axíni islet open north-westward of a  
 projecting point on the south-eastern side of the bay, situated three-  
 50 quarters of a mile north-eastward of Cape Limniónas.

*Chart 1685.*

Between Cape Limniónas and Cape Líntho (Lindo), about 2½ miles southward, there is a bight ; Líntho (Lindo) islets, two in number, lie south-south-westward of this cape, about half a mile offshore.

*Charts 2836a, 1800, 2603, 2158b 449.*

*Chart 1685.*

The southern and larger islet is 92 feet (28<sup>m</sup>0) high, with its low northern part nearly detached at about one-third its length, and off its southern and western sides are small detached rocks.

Strongilá islets are two rocky islets, 3 cables apart, with detached and sunken rocks between them, situated about 1½ miles south-south-eastward of the Líntho islets and about half a mile offshore; the southern islet is 110 feet (33<sup>m</sup>5) high, and the northern is 100 feet (30<sup>m</sup>5) high.

The coast from abreast the Líntho islets to Cape Trákhilos, about 5 miles south-eastward, is high, bold and cliffy, with numerous caves. At Melidhóni bay, lying about 2 miles north-westward of Cape Trákhilos, there is a cove and landing place, but it is exposed southward.

Gouroúnia (Grunia) islets, two in number and about 5 feet (1<sup>m</sup>5) high, lie in the south-eastern approach to Melidhóni bay, about 1½ miles north-westward of Cape Trákhilos and a short distance offshore; a patch of sunken rocks lies a quarter of a mile north-eastward of Gouroúnia islets (*Lat. 36° 08' N., Long. 22° 58' E.*).

**Caution.**—Líntho and Strongilá islets lie in the track of vessels navigating between Kapsáli bay, described below, and Yíthion, page 61. Being comparatively small and low, they are difficult to make out under the high land, especially at night, and a wide berth should be given them. The features of the coast are not well decided, and it is therefore not easy to fix the position of a vessel when Avgó islet, page 73, is not visible.

*Chart 1685, plan of Kapsáli bay.*

**Southern side of Kíthira.—Kapsáli bay.**—**Aspect.**—Kapsáli bay is entered between Cape Trákhilos and Cape Gróssó, three-quarters of a mile east-north-eastward, and is open south-eastward. Cape Trákhilos is the termination of a cliffy tongue projecting southward and then south-eastward, and shelters the bay from south-westerly winds and sea.

The land around Kapsáli bay is high; Mount Kapsáli, about 2 miles north-westward of Cape Trákhilos is flat-topped and 1,574 feet (479<sup>m</sup>8) high, with a conspicuous monastery on its north-western extreme, from which the mountain descends abruptly in steep rocky terraces to the coast; Kentdivi hill, immediately northward of Kapsáli bay, is circular in form, with a white house on its summit, and rises to an elevation of 1,088 feet (331<sup>m</sup>6).

The town of Kíthira stands on a hill about half a mile inland from the north-western side of the bay, and in front of the town there is a large Venetian fortress, about 590 feet (179<sup>m</sup>8) high, which is most conspicuous from seaward. A white mill on Cape Gróssó, the only building in that vicinity, cannot be mistaken.

The shores of Kapsáli bay are irregular and there is a shingle beach at its head. In the north-eastern part of the bay there is a small promontory, separating two coves. The eastern cove, near the eastern side of which is the Lazaretto, is shallow and rocky, and its entrance is only 55 yards (50<sup>m</sup>3) wide; the western cove is larger and is frequented by coasting vessels. In the north-eastern part of the latter cove, a reef, with less than 6 feet (1<sup>m</sup>8) over it, lies close offshore. The village of Kapsáli is situated along the north-eastern shore of this part of the bay.

*Chart 1685, plan of Kapsali bay.*

**Light.**—A light is exhibited, at an elevation of 82 feet (25<sup>m</sup>0), from a white tower on a dwelling, 19 feet (5<sup>m</sup>8) in height, situated on the western part of the promontory at the head of Kapsáli bay.

**Anchorage.**—The best anchorage is in a depth of 16 fathoms (29<sup>m</sup>3), mud and sand, 2 cables south-south-westward of the light-house, but it is not safe except under favourable circumstances. It is exposed to southerly and south-easterly winds, which send in a heavy sea, and, although the bottom is mud and sand, the anchors do not hold. The squalls from the hills are often violent.

Small vessels with local knowledge moor under the lee of the point on which the lighthouse stands, off the village of Kapsáli, in a depth of 4 fathoms (7<sup>m</sup>3).

**Communication.**—There is steamer communication with the Piraiévs and intermediate ports. The town is connected to the general telegraph system.

*Chart 1685.*

**Coast.**—Cape Kapéllo (Kapela), the south-eastern extreme of Kíthira island, lies about 2 miles eastward of Cape Gróssó; some sunken rocks lie about half a mile westward of this cape close offshore.

**Eastern side of Kíthira.**—Between Cape Kapéllo and Cape Mothonaíon (Mothoni point), about 5½ miles north-north-eastward, there is a bight, at the northern end of which is Áyios Nikólaos (St. Nikolo) bay. This stretch of coast is high and steep, rising to an elevation of 300 feet (91<sup>m</sup>4) and is skirted by rocks. The eastern extreme of Kíthira island, page 66, lies 1½ miles north-north-eastward of Cape Mothonaíon. The Dhragonéres islets, lying off this part of the coast, are described on page 67.

*Chart 1685, plan of St. Nikolo bay.*

**Áyios Nikólaos bay.**—This bay is entered between Cape Mothonaíon and Manára cliffs, 320 feet (97<sup>m</sup>5) high, about 2½ miles south-westward; it is open southward and south-eastward and a heavy swell sets in from those directions.

Cape Mothonaíon is low and shelving with sunken rocks lying off it, south-eastward at a short distance and south-westward to the distance of a cable. Northward of Cape Mothonaíon the land rises gradually to Mount Áyios Yeóryios, 1,248 feet (380<sup>m</sup>4) high, with a small church near its summit. The mount slopes steeply on its western side, and about half-way down there is a counterscarp of reddish earth.

On the northern side of the bay, Áyios Nikólaos (St. Nikolo) harbour is entered between a point, about half a mile north-westward of Cape Mothonaíon, and a point, on which there is a castle or fortress, about a cable further north-westward. Westward of the castle the head of the bay consists of beach and steep cliffs, fronted by scattered rocks and here are ancient tombs, the ruins of the ancient town of *Cythera*, and other remains.

Áyios Nikólaos harbour is open south-westward; a short distance northward of the entrance it is only half a cable wide but widens within, forming an excellent little basin, with a depth of 4 fathoms (7<sup>m</sup>3). Vessels can moor in safety, and the harbour is the best in Kíthira. The village of Áyios Nikólaos lies on the north-western side of the harbour.

**Light.**—A light (*Lat.* 36° 13' N., *Long.* 23° 05' E.) is exhibited, at

*Charts 1685, 2836a, 1800, 2603, 2158b, 449.*

*Chart 1685, plan of St. Nikolo bay.*

an elevation of 52 feet (15<sup>m</sup>8), from a white iron column, situated on the south-eastern side of the entrance to Áyios Nikólaos harbour.

**Anchorage.—Directions.**—The anchorage in Áyios Nikólaos bay is in a depth of 17 fathoms (31<sup>m</sup>1), sand and mud, about 4 cables south-westward of the castle on the north-western entrance point of the harbour. 5

A vessel entering Áyios Nikólaos bay should pass eastward of the Dhragonéres islets and round Cape Mothonaion at a distance of not less than 2 cables, when she should anchor as directed. 10

**Caution.**—Owing to the imperfect nature of the survey the plan should be used with caution.

*Chart 1685.*

**KÍTHIRAI STRAIT.**—**General remarks.**—Kíthirai (Kithera) strait is the middle of the three channels leading from westward into the Grecian archipelago and lies between Kíthira island and Andikíthira island, about 17 miles south-eastward; several islets and dangers lie off both these islands, leaving a channel between them about 10 miles wide. 15

**Andikíthira island.**—Andikíthira (Antikithera) is a rocky, hilly island, lying on the southern side of Kíthirai strait. It rises to an elevation of 1,230 feet (374<sup>m</sup>9) on its south-western side; it has a sterile aspect, the inner valleys are, however, cultivated. The coast consists of steep inaccessible cliffs and no sand can be seen. 20

Cape Kefáli (Kephali), the northern extreme of the island, is formed of red cliffs, 630 feet (192<sup>m</sup>0) high and steep-to. Psíra islet lies about 4 cables west-north-westward of Cape Kefáli. 25

The western coast is high, rugged, and clear of danger. Kamaríla (Camarella) cove, a rocky indentation in this coast, about 2 miles southward of Cape Kefáli, is at times used by boats during strong easterly winds. 30

Cape Apolitárais (Apolitares), the southern extreme of the island, is a level projecting point, about 80 feet (24<sup>m</sup>4) high and steep-to.

The eastern coast of Andikíthira island is clear, but not so high as the western coast; there is a small bay on the south-eastern side of the island, but Potamós bay, page 74, at the north-eastern end of the island, is the only harbour in the whole island. 35

**Light.**—A light (*Lat.* 35° 49' N., *Long.* 23° 19' E.) is exhibited, at an elevation of 147 feet (44<sup>m</sup>8), from a white tower on a dwelling, 75 feet (22<sup>m</sup>9) in height, on Cape Apolitárais. 40

**Islets and dangers.**—Avgó (Ovo) islet, 647 feet (197<sup>m</sup>2) high, lies on the northern side of the western end of Kíthirai strait, about 2 miles southward of Cape Trákhilos. The bare, rounded surface of Avgó islet appears, as its name implies, like a large egg; the islet is steep-to and forms a good navigational mark. *See view.* 45



Avgó islet, 265°, 5 miles.  
(Original dated 1912.)

Koufós (Kupho) are two rocky islets, the northern and larger of

*Charts 2836a, 1800, 2603, 2158b, 449.*

*Chart 1685.*

which is flat, and 33 feet (10<sup>m</sup>1) high ; it lies on the northern side of the eastern part of Kíthirai strait, about 2½ miles east-south-eastward of Cape Kapéllō (*Lat.* 36° 07' N., *Long.* 23° 03' E.); the  
 5 smaller islet, situated about 6 cables south-south-eastward of the larger, has a rock, over which there is a depth of 1½ fathoms (2<sup>m</sup>7), lying 2 cables off its southern side. With the exception of this rock the Koufós islets are clear, the depths around them considerable, and in case of necessity a vessel may pass between them, where there  
 10 is a depth of 50 fathoms (91<sup>m</sup>4), but caution is necessary as the currents are strong and irregular.

Porí islet, 410 feet (125<sup>m</sup>0) high and steep-to, lies on the southern side of Kíthirai strait, about 4 miles northward of Cape Kefáli.

Vathí (Vythi) reef, over which there is a depth of 4 fathoms (7<sup>m</sup>3),  
 15 with deep water around, lies about three-quarters of a mile northward of Porí islet.

Porétti islet, 130 feet (39<sup>m</sup>6) high, cliffy and steep-to on all sides, lies about 2 miles south-westward of Porí islet ; an above-water rock lies close off the western end of the islet.

20 A singular horizontal mark 7 feet (2<sup>m</sup>1) above the water, and precisely the same all round Andikíthira island and Porí and Porétti islets, much resembling a high-water mark in places subject to regular tides, is worthy of notice. The rock being worn away to the depth of 2 inches (0<sup>m</sup>05), so uniformly straight and horizontal, attracts the  
 25 eye in a moment. It is said that in winter the water is at times higher than usual but never reaches this mark.

Navtílos (Nautilus) rock lies 1½ miles southward of Porétti islet and about 3½ miles north-westward of Cape Kefáli. It is about 10 feet (3<sup>m</sup>0) high, and, from a distance, has the appearance of scattered  
 30 rocks, being very pointed and rugged ; sunken rocks lie close eastward and westward of Navtílos rock. The water is deep in all directions at a distance of half a cable from the reef.

A rocky and uneven shoal, with heads on it, over which there are depths of 3½ and 4 fathoms (5<sup>m</sup>9 and 7<sup>m</sup>3), lies less than half  
 35 a mile north-eastward of Navtílos rock.

**Directions for Kíthirai strait.**—A vessel proceeding through Kíthirai strait should keep to the northern side ; by day passing on either side of Avgó islet and southward of the Koufós islets. At night a vessel from westward should pass southward of Avgó islet and steer  
 40 eastward with the islet bearing 276° ; when the high land at the eastern end of Kíthira island bears less than 354°, a vessel will be eastward of the Koufós islets and may steer as convenient. Cape Spathí light will open out when bearing 319° or less, and Cape Maléa light when bearing 345°.

45 *Chart 1685, plan of Port Potamo.*

**Potamós bay.**—This bay is entered between Cape Rovíthi, about a mile south-eastward of Cape Kefáli, and Cape Kástro, half a mile east-south-eastward, and is open northward. Cape Kástro is formed of high, steep cliffs, on which are the ruins of Palaiókastron. Thermónes  
 50 islets, 30 feet (9<sup>m</sup>0) high, lie in the eastern approach to Potamós bay, about 1½ cables off the north-eastern extreme of Cape Kástro. Some sunken rocks lie close off the southern end of the south-easternmost of the Thermónes islets and shallow water extends further southward leaving a narrow passage, in the fairway of which there is a depth of

*Charts 2836a, 1800, 2603, 2158b, 449.*

*Chart 1685, plan of Port Potamo.*

5 fathoms (9<sup>m</sup>1), between them and the rocks lying close off the main island further southward.

The sides of Potamós bay are high and rocky, narrowing at two inner points, southward of the entrance; the head of the bay is fringed by rocks, both above-water and sunken. The village of Potamós lies at the south-western end of the bay, and there is a white fort situated on a hill on the south-eastern side.

With any sea at the entrance, a sailing vessel entering the bay should carry sufficient sail to ensure steerage way; with strong northerly 10 winds, a heavy dangerous swell sets in.

*Chart 1685.*

**ANDIKÍTHIRAI STRAIT.—Directions.**—Andikíthirai (Antikithera) strait, the passage separating Andikíthira island from Kríti, is about 16 miles wide and is clear of all danger. The Madháres mountains, in Kríti, page 25, are seen at a great distance. In taking this strait a vessel should keep Andikíthira island aboard.

Pondikó, an island lying in the southern approach to Andikíthirai strait, is mentioned on page 36.

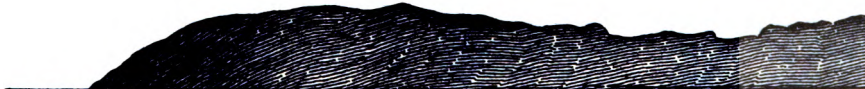
**EASTERN COAST OF PELOPÓNNISOS.**—The coast of 20 Pelopónnisos from Cape Maléa northward and along the western side of the Gulf of Argolis, page 78, is all high and mountainous and is extremely rugged and inhospitable in its general appearance.

Between Cape Maléa, page 66 and Cape Monemvasía, 16½ miles north-north-westward, the coast is irregular and steep except for a few isolated rocks lying close offshore. Cape Kamli, situated 6½ miles north-north-westward of Cape Maléa, is a small low promontory with a hummock on it which is reported to resemble a camel.

**Light.**—A light (Lat. 36° 27' N., Long. 23° 12' E.) is exhibited, at an elevation of 131 feet (39<sup>m</sup>9), from a square tower and dwelling, 49 feet (14<sup>m</sup>9) in height, situated about a mile northward of Cape Maléa. See views.



*Cape Maléa lighthouse.*



Cape Maléa, bearing 211°, 4 miles.  
(Original dated 1912.)

*Chart 1436, plan of Monemvasía.*

**Coast.**—Cape Monemvasía is the eastern extreme of a peninsula of the same name, connected with mainland by a rocky ridge, on which

*Charts 1685, 2836a, 1800, 2603, 2158b, 449.*

*Chart 1436, plan of Monemvasia.*

stands a bridge. The peninsula is conspicuous from seaward, having a castle on its summit, and the village of Monemvasia on its eastern face; the village is enclosed by walls; the houses rise one above the other and are intersected by narrow streets.

Mount Lakanas (chart 1685), 1,960 feet (597<sup>m</sup><sub>4</sub>) high, lies westward of Monemvasia, about 2 miles inland.

A temporary anchorage during summer will be found northward of the bridge in depths of from 15 to 18 fathoms (27<sup>m</sup><sub>4</sub> to 32<sup>m</sup><sub>9</sub>), sand and weeds. In the event of a southerly or south-westerly gale with a falling barometer off Cape Maléa, the sea here will be comparatively smooth, though the squalls blow over the ridge between the peninsula and the mainland with great violence, and a vessel taking shelter should be prepared for a sudden change of wind northward of west, with a continuance of heavy squalls.

The Gulf of Epídhavros-Limíra is entered between Cape Monemvasia and Cape Kremmídhí (Kremidi), about 2½ miles north-north-eastward; in the north-western portion of this gulf, there are two bays separated by a promontory of which Cape Palaiá (Paleo) Monemvasia is the southern extreme. A bank, on which there are depths of less than 5 fathoms (9<sup>m</sup><sub>1</sub>), extends for about 1½ cables offshore between Cape Krammídhí and a point about half a mile westward, and there are depths of less than 10 fathoms (18<sup>m</sup><sub>3</sub>) at a distance of about 2 cables further southward in places.

Kremmídhí bay, on the north-eastern side of the promontory, previously mentioned, is sheltered from northerly and westerly winds, but is open southward and south-eastward.

Palaiá Monemvasia anchorage (Port Paleo), which is suitable for small vessels with local knowledge in a depth of 4 fathoms (7<sup>m</sup><sub>3</sub>), sheltered from northerly and westerly winds, lies westward of the promontory. The ruins of Palaiá Monemvasia are situated on the coast about a mile westward of Cape Palaiá Monemvasia.

**Lights.**—A light (*Lat.* 36° 41' N., *Long.* 23° 03' E.) is exhibited, at an elevation of 54 feet (16<sup>m</sup><sub>5</sub>), from a square masonry tower and dwelling, 21 feet (6<sup>m</sup><sub>4</sub>) in height, on Cape Monemvasia.

A light is exhibited, at an elevation of 26 feet (7<sup>m</sup><sub>9</sub>), from a white iron column and hut, 20 feet (6<sup>m</sup><sub>1</sub>) in height, on the southern side of Palaiá Monemvasia anchorage, about a quarter of a mile westward of Cape Palaiá Monemvasia.

**Communication.**—Monemvasia is connected with the telegraph system. There is regular steamer communication with Návpليون.

*Chart 1685.*

**Coast.**—**Lights.**—Between Cape Kremmídhí and Cape Yérakas (Ieraka), a prominent headland, 3 miles north-north-eastward, there is a light, near the head of which Dhaskalió (Daskilio), an islet, lies close offshore.

*Chart 1436, plan of Port Ieraka.*

Yérakas (Ieraka) bay, is entered between Cape Kári, situated about a mile north-westward of Cape Yérakas, and Cape Koufánda (Point Kyphanta), about 3 cables further north-westward. The bay is backed by high land and is difficult to distinguish on account of its narrow entrance; vessels approaching from northward may, however, be guided by a conspicuous church on the summit of a hill near the

*Charts 1685, 2836a, 1800, 2603, 2158b, 449.*



*Chart 1436, plan of Port Ieraka.*

coast, about a mile north-westward of Cape Vathí, which lies about 3 miles northward of Cape Yérakas.

Yérakas bay is open north-eastward, but abreast Cape Kástro, 4 cables south-westward of Cape Kári, it trends west-north-westward for a quarter of a mile where it becomes, however, only suitable for small craft; the head of the bay consists of a shallow lagoon. The extensive ruins of the Acropolis of Iérax lie on the western side of the bay, northward of Cape Kástro, *see* view on chart.

A light is exhibited, at an elevation of 39 feet (11<sup>m</sup>9), from an iron column on a hut, 19 feet (5<sup>m</sup>8) in height, on Cape Kástro.

*Chart 1685.*

Kiparíssi bay (Port Kyparisi) is situated close northward of a promontory, about 13 miles north-north-westward of Cape Yérakas.

A light (*Lat.* 36° 58' N., *Long.* 23° 00' E.) is exhibited, at an elevation of 19 feet (5<sup>m</sup>8) from an iron column and hut, 19 feet (5<sup>m</sup>8) in height, on the western extremity of the promontory at the entrance to Kiparíssi bay.

Cape Tourkovíglia (Turkoviglia) lies about 6 miles northward of Kiparíssi bay. Between a point situated about 2½ miles north-north-westward of Cape Tourkovíglia and Cape Savvatáki (Sabbatiki), 5 miles further north-north-westward, there is a bight. A patch, with a depth of 1½ fathoms (3<sup>m</sup>2) over it, lies close offshore about half a mile southward of the south-eastern entrance point of the bight, and another patch, with 2 fathoms (3<sup>m</sup>7) over it, lies about a mile west-north-westward of the same point, and 2 cables offshore.

Mount Saphlaurus, 2,458 feet (749<sup>m</sup>2) high, is situated on the southern side of this bight about three-quarters of a mile inland. Pláka, the port of Leonídhion, lies on the western side of the bight, and about 2½ miles southward of Cape Savvatáki, there is a mole, about 100 yards (91<sup>m</sup>4) long, extending in a southerly direction from the coast, and also a custom-house; there is a depth of about 5½ fathoms (10<sup>m</sup>1) in the harbour. The town of Leonídhion (Leonidi) stands about 1½ miles inland from the landing place.

A light is exhibited, at an elevation of 36 feet (11<sup>m</sup>0), from an iron column and hut, 20 feet (6<sup>m</sup>1) in height, situated on the coast eastward of Leonídhion.

**Communication.**—Leonídhion is connected with the telegraph system. There is occasional steamer communication with Návplion and the Piraiévs.

*Charts 1685 and 2836a.*

**Outlying islets.**—A group of three islets lies a considerable distance off the stretch of coast that has been described above.

Falkonéra (Phalconera), the outer of these islets, is 600 feet (182<sup>m</sup>9) high and lies about 40 miles north-eastward of Cape Maléa, page 66; a sunken rock lies off its western end. It is uninhabited, but is visited by fishermen.

Karávi (*Lat.* 36° 46' N., *Long.* 23° 36' E.), a barren islet or rock, situated about 28 miles north-eastward of Cape Maléa, derives its name from its resemblance to a ship under sail, *see* view. It is 110 feet (33<sup>m</sup>5) high, steep-to on all sides and almost inaccessible. Karávi lies in the obscured sector of Belópoula light, between the bearings of 319° and 342°.

*Charts 1800, 2603, 2158b, 449.*



*Charts 1685 and 2836a.*



Karávi islet, bearing 041°, 10 miles.

(Original dated 1916.)

Belópoula (Belo Pulo), an islet, lies 10½ miles north-westward of Karávi; it is about 700 feet (213<sup>m</sup>4) high, with a sunken rock close off either side of its northern end; rounding Cape Maléa, it appears like an egg cut in two, though, on a nearer approach, this appearance alters. It is difficult of access and is uninhabited except by the lighthouse keepers.

**Lights.**—A light is exhibited, at an elevation of 446 feet (135<sup>m</sup>9), on the eastern peak of Falkonéra.

- 10 A light is exhibited, at an elevation of 367 feet (111<sup>m</sup>9), from an octagonal tower on a square dwelling, 33 feet (10<sup>m</sup>1) in height, at the north-western end of Belópoula.

**Caution.**—The current at times runs strongly in the vicinity of these islets and raises a cross sea.

- 15 *Charts 1518, 1685 and 2836a.*

- GULF OF ARGOLÍS.**—The entrance to the Gulf of Argolis (Nauplia), called by the Greeks Argolikós kólpos, lies between Cape Savvatáki (Lat. 37° 11' N., Long. 22° 54' E.), page 77, and Spetsopoula (Spetsai Pulo), an islet, about 12 miles east-north-eastward.
- 20 The gulf is bounded on either side by mountainous land; on the western side, rising immediately over the coast, are Mount Sevetila, 3,622 feet (1,104<sup>m</sup>0) high, about 11 miles north-north-westward of Mount Saphlaurus, page 77, and Mount Zavítza, 3,190 feet (972<sup>m</sup>3) high, about 13 miles further north-north-westward. The coast on
- 25 the western side is slightly irregular and is interspersed with portions of low-lying land, whilst, on the eastern side there are several bays and off-lying islands.

- Western side of the gulf.**—Rocks were reported, in 1927, to lie about a quarter of a mile eastward and south-eastward of Cape Savvatáki. Cape Tríkeri is situated about 5 miles north-north-westward of Cape Savvatáki, and Cape Áyios Dhímítrios (Dimitrios), about 4 miles further north-north-westward.

*Chart 1518.*

- Cape Ástros, the eastern extreme of a promontory projecting from the Plain of Ástros, is situated about 5½ miles north-north-westward of Cape Áyios Dhímítrios; the small town of Ástros, which is connected with the telegraph system, and also some ruined fortifications stand on the southern end of this promontory.

- A vessel may find temporary anchorage with offshore winds off Ástros.

Cape Pournó (Purno) lies about 2¼ miles north-north-westward of Cape Ástros. Návplion bay, at the head of the gulf, page 84, is

*Charts 2836a, 1800, 2158b, 449.*

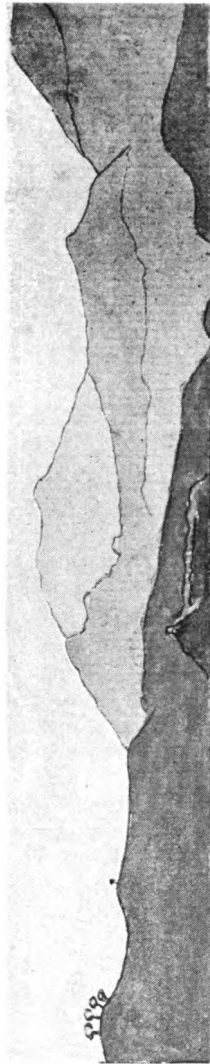




*Ayios Ioannis islet,  
Chapel,  
bearing 194°.*

*Spatsoponilla.*

(a)



*Church on Cape Ayios Aimilianós  
bearing about 343°.*

*Two views from Milianós reef.  
(Originals dated 1831.)*

(b)



*Spétsai island from about 5 miles east-south-eastward.  
(Original dated 1822.)*

(c)

*Chart 1518.*

entered between Cape Pournó and Cape Rouí (Rui), about  $5\frac{1}{2}$  miles east-north-eastward.

**Caution.**—In 1892, H.M.S. *Camperdown*, reported that the depths, in about 30 fathoms ( $54^m9$ ) and less, were shallower in the positions indicated by these depths on the chart between Cape Ástros and Cape Pournó. 5

*Chart 1685.*

**Lights.**—A light is exhibited from an iron column and hut, 19 feet ( $5^m8$ ) in height, on Cape Savvatáki. 10

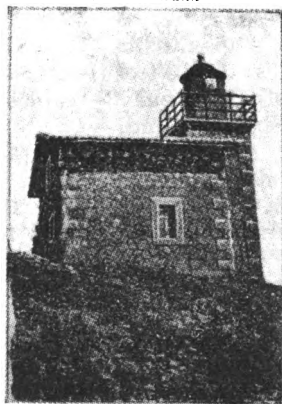
*Chart 1518.*

A light (*Lat.*  $37^\circ 25' N.$ , *Long.*  $22^\circ 46' E.$ ) is exhibited, at an elevation of 75 feet ( $22^m9$ ), from a square masonry tower and dwelling, 23 feet ( $7^m0$ ) in height, situated on a point about half a mile southward of Cape Ástros. See view. 15

*Chart 1525.*

**Eastern entrance to the gulf.**—The islands of Spétsai and Spetsopóula lie in the eastern entrance to the Gulf of Argolis; these islands are separated from each other by Spetsopóula (Pulo) strait, and between the former island and the coast northward is Spétsai strait. 20

**Spetsopóula.**—This island, page 78, lies south-eastward of Spétsai island, separated by Spetsopóula strait, about 3 cables wide. Mikró and Áyios Ioánnis (Joannis) islets are two of a group, surrounded by rocks, both above-water and sunken, which lies from 4 to 6 cables north-eastward of Cape Métzo (Mezzo), the south-eastern extreme of Spetsopóula; there is a detached patch, with a depth of 4 fathoms ( $7^m3$ ) over it, midway between the group and Cape Métzo. There is a chapel on Áyios Ioánnis islet, see view (a) facing this page. 25



*Astros lighthouse.* 30

**Spetsopóula strait.**—**Dangers.**—Spetsopóula strait leads into the Gulf of Argolis from eastward; the passage is narrow, but there are depths of from 6 to 7 fathoms ( $11^m0$  to  $12^m8$ ) in the fairway. 35

Cape Áyios Aimilianós (Milianós), the north-eastern entrance point of Spétsai strait, page 80, which has a church on it, lies about  $4\frac{1}{2}$  miles north-north-eastward of Cape Métzo; it is steep and white; rocks, both above-water and sunken, extend 2 cables southward of the cape. See view (b) facing this page. 40

The description of the coast and islands lying eastward of Cape Áyios Aimilianós is continued on page 87. 45

Milianós reef, with a depth of  $3\frac{1}{4}$  fathoms ( $6^m9$ ) over it, and deep water around, lies about  $1\frac{1}{4}$  miles southward of Cape Áyios Aimilianós. Tríkeri reef, with a depth of 3 fathoms ( $5^m5$ ) over it, and deep water around, lies about  $2\frac{1}{4}$  miles south-south-eastward of Cape Áyios Aimilianós. 50

Both the last-mentioned reefs lie in the north-eastern approach to Spetsopóula strait and in the eastern approach to Spétsai strait. Mount Éros, the summit of Ídhra, page 87, bearing  $072^\circ$ , and seen midway between Tríkeri island, page 86, and Petási island, page

*Chart 1525.*

87, leads northward of Tríkeri reef and southward of Milianós reef.

Cape Métzo, bearing about  $210^\circ$ , and kept between Áyios Ioánnis 5 and Mikró islets, leads north-westward of Tríkeri reef and south-eastward of Milianós reef.

Dhrápi islet, bearing  $084^\circ$ , and open southward of Tríkeri island, leads southward of Tríkeri reef.

Aléxandros, page 87, bearing  $087^\circ$  and well open northward of the 10 northern extreme of Tríkeri island leads northward of Milianós reef.

Mount Áyios Ilías, 1,118 feet ( $340^m8$ ) high, situated  $6\frac{1}{2}$  miles north-north-westward of Cape Áyios Aimilianós, kept open either eastward or westward of the church on that cape leads eastward or westward, respectively, of Milianós reef.

15 Papakhrístos (Papachristos) reef, over which there is a depth of less than 6 feet ( $1^m8$ ) lies in the north-eastern approach to Spetsopoúla strait, about  $3\frac{1}{2}$  cables eastward of the south-eastern extreme of Spétsai island.

A rock, over which there is a depth of about one fathom ( $1^m8$ ), lies 20 on the northern side of Spetsopoúla strait, about  $1\frac{1}{2}$  cables southward of the south-eastern extreme of Spétsai island, reducing the width of the navigable channel to 2 cables.

**Current.**—The current depends on the direction and force of the wind which may have been blowing; it sometimes sets with considerable 25 strength over Milianós and Tríkeri reefs.

**Spétsai island.**—The northern coast of this island forms the southern shore of Spétsai strait, described below. Mount Profitis Ilías, 815 feet ( $248^m4$ ) high with a church on it, the summit of Spétsai island, is situated near the centre of a ridge which runs through the 30 middle of the island. Spétsai island is generally rocky, and in the vicinity of the town is barren and ugly; on the southern and western sides, it is covered with fir trees. Portions of the island are cultivated. The climate is exceedingly healthy. See view (c) facing page 79.

**Spétsai strait.**—This strait forms the entrance to the Gulf of 35 Argolis for vessels approaching from eastward; it is entered between Cape Áyios Aimilianós, page 79, and the northern extreme of the eastern end of Spétsai island, about  $2\frac{1}{2}$  miles south-westward. The strait is about a mile wide in its narrowest part.

Between Cape Áyios Aimilianós and a point abreast Kalóyeros 40 (Kalúiri) rock, about  $3\frac{1}{2}$  miles west-north-westward, the northern shore of Spétsai strait is indented, and rocky patches lie close off some of the projecting points. A rocky patch, with a depth of  $2\frac{1}{2}$  fathoms ( $4^m6$ ) over it, and with a 2-fathom ( $3^m7$ ) patch close north-westward, lies a little more than a cable southward of a point situated about 45 a mile westward of Cape Áyios Aimilianós. The northern extreme of Tríkeri in line with the southern extreme of Kartéli, bearing about  $091^\circ$ , leads southward of these patches.

Khinítsa (Chenesar) islet (*Lat.*  $37^\circ 18' N.$ , *Long.*  $23^\circ 08' E.$ ) lies about half a mile south-south-eastward of Kalóyeros rock, with its 50 eastern end close offshore; it is bordered by shoals, and, half a cable from its south-western side, is a rock over which there is a depth of 3 feet ( $0^m9$ ).

A detached rocky shoal, over which there is a depth of  $3\frac{1}{2}$  fathoms ( $6^m9$ ), with 9 fathoms ( $16^m5$ ) between it and the mainland, lies about

*Chart 1525.*

half a mile south-eastward of Khinftsa islet and 2 cables offshore ; the discoloration of the water over this shoal may sometimes be seen.

Temporary anchorage will be found in the entrance of the bay situated about 2 miles westward of Cape Áyios Aimilianós ; the 5 bottom is sand with tolerably good holding ground.

On the southern side of Spétsai strait, Spétsai bay (Port Balkisa) lies close westward of the south-eastern entrance point of the strait.

The town of Spétsai extends for about a mile along the shore westward of Spétsai bay. 10

A rock, with a depth of less than 6 feet (1<sup>m</sup>8) over it, lies on the western side of the entrance to Spétsai bay, about 2½ cables north-westward of the eastern entrance point, and about half a cable offshore. For a distance of 1½ miles westward of Spétsai bay, the north-eastern coast of Spétsai island is bordered by a shallow bank, about 1½ cables 15 wide ; further westward the coast is steep-to, but the salient points should be avoided. Zoyioryiá bay lies between two points situated about half a mile and one mile, respectively, eastward of the western extreme of the island.

Brouboulou (Bromboli) is a conical islet, 72 feet (21<sup>m</sup>9) high, lying 20 6½ cables north-westward of the north-western extreme of Spétsai island. A rock, just above water, with a sunken rock less than a cable eastward, lies about 2 cables south-south-eastward of Brouboulou with depths of less than 2 fathoms (3<sup>m</sup>7) between. Between this rock and Spétsai there is a channel, the fairway of which is deep, but 25 which is narrowed to a width of about 3 cables by a rocky shoal, over which there is a depth of 4 feet (1<sup>m</sup>2), lying about 1½ cables from Cape Brouboulou, the north-western extreme of Spétsai island ; there is a depth of 6 fathoms (11<sup>m</sup>0) about a cable westward of this shoal and between the shoal and the island, eastward, there are depths of 30 over 9 fathoms (16<sup>m</sup>5).

**Lights.**—A light (*Lat.* 37° 16' N., *Long.* 23° 10' E.) is exhibited, at an elevation of 98 feet (29<sup>m</sup>9), from a circular tower and dwelling, 34 feet (10<sup>m</sup>4) in height, situated about half a mile northward of the eastern extreme of Spétsai island. This light was reported, in 1937, 35 to be difficult to distinguish when approaching from eastward.

A light is exhibited, at an elevation of 24 feet (7<sup>m</sup>3), from a white iron column, 18 feet (5<sup>m</sup>5) in height, on the eastern entrance point of Spétsai bay.

**Spétsai.**—This town consists for the most part of small houses ; 40 there is one large hotel, the Posidhoníon, with a dome between two steeples, which is situated on the water front about half a mile westward of the lighthouse. The bay at the eastern end of the town affords accommodation for small vessels with local knowledge. The sunken rock, on the western side of the entrance, is mentioned above ; there 45 are depths of 26 feet (7<sup>m</sup>9) in the entrance and from 3 to 6 feet (0<sup>m</sup>9 to 1<sup>m</sup>8) at the head of the bay.

There is a boat harbour close eastward of the Posidhoníon hotel, the depth in which is ample for steam-boats alongside the breakwaters, but care must be taken as the submerged rock foundations project 50 outside the faces of the breakwaters. There are landing steps on the eastern breakwater.

**Communications.**—Spétsai is connected with the general telegraph system.

*Chart 1525.*

There is regular steamer communication with the Piraiévs.

**Anchorage.**—Large vessels anchor about three-quarters of a mile north-westward of the lighthouse and about a quarter of a mile offshore, in depths of from 12 to 15 fathoms (21<sup>m</sup>9 to 27<sup>m</sup>4), mud, sand and small coral, with fair holding ground, or if necessary farther out.

**Directions.**—A large vessel proceeding through Spétsai strait should avoid too near an approach to either shore. In rounding Cape Áyios Aimilianós from westward, Véntza, page 86, should not be opened northward of Tríkeri until Mount Áyios Ilías, is in line with Tigáni islet, page 87, bearing 344°. Milianós and Tríkeri reefs should be approached with caution on account of the variable current; for clearing marks, *see* pages 79 and 80.

**Khéli harbour.**—**Beacon.**—Khéli harbour lies at the western end of the northern side of Spétsai strait. It is entered between Kalóyeros rock, page 80, on which stands a beacon, and a point about 4 cables north-westward. Within the entrance there is a channel, 2 cables wide in its narrowest part, leading to a basin; the head of the basin is shallow. The three projecting points on the south-eastern side of the channel, when in line, bearing about 054°, lead north-westward of Kalóyeros rock.

The village of Khéli (Leonidion) is situated on a projection on the western side of the basin, and a conspicuous white house stands on the foreshore at the head of the basin.

**Light.**—A light (*Lat.* 37° 19' N., *Long.* 23° 08' E.) is exhibited, at an elevation of 69 feet (21<sup>m</sup>0), from an iron column and hut, 20 feet (6<sup>m</sup>1) in height, situated on the north-western entrance point of Khéli harbour.

**Anchorage.**—Anchorage, available for large vessels, is limited to the inner part of the channel leading into the basin at Khéli harbour, where the depth is about 5 fathoms (9<sup>m</sup>1), mud.

**Communications.**—**Supplies.**—There is regular steamer communication between Khéli, Návplion and the Piraiévs.

Kranídhí, page 83, which is connected to the general telegraph system is also connected to Khéli by a private line.

A submarine telegraph cable connects Khéli harbour with the northern extreme of Spétsai island.

Supplies of all kinds can be obtained at Khéli.

**Eastern side of the gulf.**—Between the north-western entrance point of Khéli harbour and Cape Vaverónða (Veveraronda), about 1½ miles north-westward, the coast is indented. Veveréntza (Veveraronda) bay is entered between the last-mentioned cape and Cape Kórakas, about 2½ miles west-north-westward.

The eastern shore of Veveréntza bay is low and bordered by a bank with a depth of less than 5 fathoms (9<sup>m</sup>1) over it, more than half a mile wide in places.

*Chart 1518.*

At Cape Kórakas (*Lat.* 37° 21' N., *Long.* 23° 04' E.) the coast trends northward for 2½ miles to Cape Dhíni (Thynni); the coast between is irregular, with several small cliffy projections. Kórakas island, with an islet of the same name close off its south-western side, together known as Korakonísia, lie about half a mile northward of Cape Kórakas. These islands are bordered by sunken rocks to the

*Chart 1518.*

distance of  $1\frac{1}{2}$  cables; there is a narrow boat passage between them and the coast.

A shoal, over which there is a depth of 3 fathoms ( $5^m5$ ), lies about  $3\frac{1}{2}$  cables southward of Cape Dhíni and a quarter of a mile offshore. 5

Between Cape Dhíni and Cape Kókkina, about 3 miles north-eastward, there is a bight.

**Lights.**—A light is exhibited, at an elevation of 49 feet ( $14^m9$ ) from a white iron tower situated on Cape Kórakas.

A light is exhibited, at an elevation of 26 feet ( $7^m9$ ), from a column 10 on Cape Kókkina.

**Koiládhi bay.**—Koiládhi (Kiladia) bay is entered between Cape Kókkina and a point about a mile eastward. Koiládhi (Kiladia) islet lies in the entrance to the bay with a narrow passage on either side of it into the harbour, which is landlocked. 15

Koiládhi is the seaport of Kranídhi (Kranidi), a town situated on a hill, 627 feet ( $191^m1$ ) high,  $2\frac{1}{2}$  miles south-eastward; on the south-western side of the bay are a monastery, and some houses and jetties; in the outer part there are depths of from 3 to 5 fathoms ( $5^m5$  to  $9^m1$ ), mud, but abreast the custom-house, there are depths 20 of less than 3 fathoms ( $5^m5$ ), whence the depths decrease rapidly to the head.

**Coast.—Off-lying islands.—Danger.**—Between the eastern entrance point of Koiládhi bay and Cape Nikólaos, about  $3\frac{1}{2}$  miles north-westward, there are two bights, divided from one another by Cape 25 Karterós; Karterós (Saundy) bay lies in the eastern part of the northern bight. A 5-fathom ( $9^m1$ ) patch lies about a mile east-south-eastward of Cape Nikólaos and  $3\frac{1}{2}$  cables offshore.

Vourliá (Vurlia) bay, which is open south-westward, is entered between Cape Vourliá (Vurlia), situated about a mile north-westward 30 of Cape Nikólaos, and Cape Íria (Ieri), about  $1\frac{1}{2}$  miles westward.

Ipsilí (Hypsili), an island, 786 feet ( $239^m6$ ) high, lies about  $1\frac{1}{2}$  miles south-south-westward of Cape Íria. The island is bold and cliffy on its southern side and steep to all round.

Between Cape Íria and Cape Rouí (Rui), about 8 miles north- 35 westward, there is a bight. The coast of this bight as far as the eastern entrance point of Khaídhári bay, about 5 miles north-north-westward of Cape Íria, is low with a shallow bank, 2 cables wide, extending offshore between Cape Íria (*Lat.*  $37^\circ 27' N.$ , *Long.*  $23^\circ 00' E.$ ) and a point about 2 miles northward. 40

The entrance to Khaídhári bay is about 3 cables wide between its eastern and western entrance points. The bay is well sheltered but surrounded by high land which causes baffling winds, and makes it difficult to enter or leave under sail; the sides of the bay may, however, be approached within a quarter of a cable. At its head, 45 the bay leads into a shallow lagoon. The entrance to the bay is difficult to make out, but it may be distinguished by the ruins of a Venetian fort on the western entrance point and a small chapel on the eastern entrance point.

Platía, an island, lying about  $1\frac{1}{2}$  miles southward of the western 50 entrance point of Khaídhári bay, is bold; on its western side is a conspicuous white triangular cliff, one of the clearing marks for Tolós reef.

Tolós reef, over which there is a depth of 2 fathoms ( $3^m7$ ) lies  $1\frac{1}{2}$  miles



*Chart 1518.*

west-south-westward of the western extreme of Platía. Cape Khondrós, bearing  $309^{\circ}$  and open south-westward of Tolós island, leads south-westward of Tolós reef. Mount Tsakáli (Chakali), about a mile northward of Cape Roúi, bearing  $319^{\circ}$  and open north-eastward of Tolós island, leads north-eastward of the reef. Mount Ortholithi, page 99, bearing  $081^{\circ}$  and open southward of the white cliff on Platía, leads southward of Tolós reef. See view on chart 1518.

The south-eastern end of Tolós island lies about  $1\frac{1}{2}$  miles westward of Platía. The island is bold and steep-to, and is separated from the mainland near Cape Roúi by a narrow passage, in the fairway of which there is a least depth of about 7 fathoms ( $12^m8$ ); at the northern end of this passage is Tolós harbour; Kóro, an islet, lies about 2 cables northward of Tolós island and abreast the village of Tolós (Rui) on the mainland. Dhaskaliá, an islet, lies in the entrance to a bay on the south-western side of Tolós island.

Tolós island shelters vessels from south-westerly winds, but Tolós harbour is useless except for small vessels with local knowledge that can make fast to the shore, the bottom being loose gravel. In the bay eastward of Tolós harbour, except near the shore, the depths are too great for ordinary anchorage.

*Charts 1308 and 1518.*

**Head of the gulf.**—The entrance to Návplion bay, at the head of the Gulf of Argolís is described on page 79. Conspicuous objects round the head of the gulf are the ruins on the summit of Mount Póndinos (Pontinus), 582 feet ( $177^m4$ ) high, close above the town of Míloi (Myli), which is situated on the western side, about  $5\frac{1}{2}$  miles northward of Cape Pournó; a factory on the northern shore, about  $2\frac{1}{2}$  miles north-eastward of Míloi; the white chapel on the summit of Mount Áyios Ilías, 664 feet ( $202^m4$ ) high, on the north-eastern side, about  $5\frac{1}{2}$  miles north-north-westward of Cape Roúi and  $1\frac{1}{2}$  miles inland; two white buildings on Monastíri hill, a mile southward of Mount Áyios Ilías; and a white house at Palamídhion, a short distance south-eastward of the town of Návplion; also, when northward of Cape Panayía, the hospital and barracks of Ítch-Kalé (Itskali), about  $1\frac{1}{2}$  cables north-eastward of Cape Panayía, are conspicuous.

The fortress of Palamídhion can be distinguished from a vessel soon after passing Spétsai island, and the Acropolis of Laríssa, on a hill, 936 feet ( $285^m3$ ) high, with the town of Árgos, close eastward, situated about 3 miles inland and northward of the head of the gulf.

On the western side, Cape Kivéri, with the town of the same name close north-westward, lies about  $3\frac{1}{2}$  miles north-north-westward of Cape Pournó, and the town of Míloi (*Lat.  $37^{\circ} 33' N.$ , Long.  $22^{\circ} 43' E.$* ), about 2 miles further north-north-westward. Míloi is connected to the railway system.

The Plain of Árgos, which lies at the head of the gulf, is cultivated.

On the eastern side, the coast from Cape Roúi trends north-westward for  $1\frac{1}{2}$  miles to Cape Khondrós, off which, nearly 4 cables distant, lies Áyios Vikéntios (St. Vincent) reef, with a least depth of  $5\frac{1}{2}$  fathoms ( $10^m5$ ) over it. The south-western edge of Dhaskaliá islet, bearing less than  $115^{\circ}$ , and open south-westward of the south-western side of Tolós island, leads south-westward of Áyios Vikéntios reef.

*Chart 1308.*

Karathóna bay is entered between a point about half a mile north-

*Charts 2836a, 1800, 2158b, 449.*

*Chart 1308.*

north-westward of Cape Khondrós (*Lat.*  $37^{\circ} 32' N.$ , *Long.*  $22^{\circ} 49' E.$ ), and a point about 6 cables further north-north-westward. Karathóna island, 45 feet ( $13^m7$ ) high, lies near the end of a shallow spit which extends from the southern entrance point of the bay for about 2 cables. 5 Karathóna bay affords good anchorage in a depth of 11 fathoms ( $20^m1$ ), at a distance of a quarter of a mile northward of Karathóna island. A small pier, with a depth of about 2 feet ( $0^m6$ ) at its head, is situated at the head of the bay.

Palamídhion, a precipitous ridge about 719 feet ( $219^m1$ ) high, is 10 situated close to the coast, at the western end of a range of barren hills, about a mile north-north-westward of the northern entrance point of Karathóna bay.

Cape Panayía, is the south-western extreme of a table-land, 282 feet ( $86^m0$ ) high, which projects westward from the northern end of 15 Palamídhion for nearly half a mile. The town of Návplion (Nauplia), page 86, lies on the northern side of this projection.

Northward of the town there is a well sheltered bight, in the southern part of which a channel, dredged to a depth of 19 feet ( $5^m8$ ), in 1934, leads to a basin, similarly dredged, fronting the landing quay and 20 custom-house at the eastern end of the town. There is also a mole, built on the rocks off the western end of the town, extending for nearly a cable north-westward from the Harbour-master's office. The quay is connected to the railway system.

Búrji (Burgi), a rocky islet 64 feet ( $19^m5$ ) high, on which there is a 25 fort, lies about  $1\frac{1}{2}$  cables north-north-westward of the mole head, and on the end of a spit, with depths of less than 6 feet ( $1^m8$ ) over it, which extends for a distance of about half a mile off the coast north-eastward.

**Shoals.**—Detached patches, with depths of 6 fathoms ( $11^m0$ ), one of which has a hard bottom, lie from half a mile to  $1\frac{1}{2}$  miles westward of 30 Cape Panayía; the positions of these patches can best be seen on the chart.

There is a shoal head, over which there is a depth of 5 fathoms ( $9^m1$ ), situated about 7 cables west-north-westward of Cape Panayía.

A patch of hard ground with depths of from 4 to  $5\frac{1}{2}$  fathoms ( $7^m3$  35 to  $10^m1$ ), lies  $8\frac{1}{2}$  cables westward of Búrji; the bottom on this patch is very uneven, some of the boulders on the patch are 6 or 7 feet ( $1^m8$  or  $2^m1$ ) in height.

A detached patch, with a depth of 5 fathoms ( $9^m1$ ) over it, lies about 2 cables north-north-westward of Cape Panayía. 40

**Lights.**—**Beacon.**—A beacon stands on the north-western corner of the Acropolis of Larissa.

A light (*Lat.*  $37^{\circ} 34' N.$ , *Long.*  $22^{\circ} 48' E.$ ) is exhibited, at an elevation of 40 feet ( $12^m2$ ), from an iron column with a red hut, 16 feet ( $4^m9$ ) in height, on Cape Panayía. 45

A light is exhibited, at an elevation of 13 feet ( $4^m0$ ), from an iron column on the head of the mole at Návplion.

**Anchorage.**—The shallow ground, which extends all round the head of the gulf as far as Návplion prevents a near approach by a vessel of deep draught, and in anchoring a vessel should be guided by the 50 soundings. There are depths of from 6 to 20 fathoms ( $11^m0$  to  $36^m6$ ) within a distance of about 3 miles from the head of the gulf, and vessels, if necessary, may anchor in any part of it on a mud or sandy bottom. The anchorage at Návplion is in depths of from 7 to 9 fathoms ( $12^m8$  to

*Chart 1308.*

16<sup>m</sup>5), mud, at any convenient distance westward and south-westward of the town, but large vessels should not bring Búrji to bear more than 078°. Although a nasty short sea gets up with southerly winds, making it uncomfortable for ships' boats, large vessels can lie here at all seasons, the holding ground being good.

Vessels of shallow draught may anchor off the mole, as in southerly winds, which are felt to their full extent, Cape Panayia breaks the sea to a great extent.

- 10 Vessels leaving the anchorage under sail should get under weigh with the first of the land breeze, page 12, so as to be sufficiently far out of the gulf when the sea breeze springs up in the forenoon.

**Návpليون.**—This town has been built on the site of the former town, one of the most ancient in Greece.

- 15 The population, in 1928, was 7,163.

**Communications.—Supplies.**—Návpليون is connected to the general telegraph and railway systems.

There is regular steamer communication with the Piraiévs, Kíthira island, Pátrai and certain intermediate ports.

- 20 Fresh provisions are plentiful.

**Trade.**—Preserved tomatoes are exported.

*Chart 1525.*

- GULF OF ÍDHRA AND APPROACHES.**—The Gulf of Ídhra (Hydra), lying at the southern end of the peninsula separating the Gulf of Argolis and the Saronic gulf, is approached from southward between Cape Métzo, page 79, and Cape Bísti, the western extreme of Ídhra (Hydra), an island, about 10 miles east-north-eastward. Several islands and dangers lie in this approach south-westward and southward of Ídhra, two of the latter of which, Milianós and Tríkeri reefs, are described on page 79.

The Gulf of Ídhra is approached from eastward between Cape Zóurva (Zurva), the eastern extreme of Ídhra, and Cape Skilliaion, about 5 miles north-north-westward.

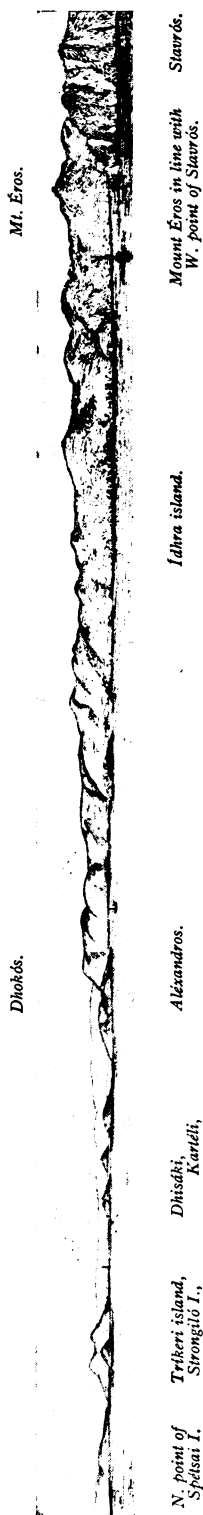
- Southern approach.—Islands and dangers.**—Tríkeri, the largest of the group of islands in this approach, lies about 4 miles west-south-westward of Cape Bísti. It is nearly divided into two parts by a narrow ridge; in each part there is a hill, that on the southern part being 490 feet (149<sup>m</sup>3) high.

- Dhrápi (Drapí) and the conical islet of Strongiló, close north-eastward, with another islet close north-westward of Strongiló, lie about 1½ miles east-south-eastward of Tríkeri. North-eastward of these islets there are two shoals, one, over which there is a depth of 4 fathoms (7<sup>m</sup>3), situated nearly half a mile from Strongiló, and the other, with a depth of 7 fathoms (12<sup>m</sup>8), nearly a mile distant.

- 45 Kartéli, an islet, nearly 1½ miles north-eastward of Strongiló, has a shoal, over which there is a depth of 5 fathoms (9<sup>m</sup>1), situated 1½ cables northward of it, with a 2-fathom (3<sup>m</sup>7) patch lying between it and the islet.

- Dhisáki (Disaki) (Lat. 37° 16' N., Long. 23° 21' E.) and Véntza, lying about three-quarters of a mile south-eastward of Kartéli, are two islets, joined by a bank, over which there is a least depth of 2 fathoms (3<sup>m</sup>7), extending north-eastward from Dhisáki, but there is a narrow passage, with a depth of 6 fathoms (11<sup>m</sup>0), close to the south-





Southern approach to the Gulf of Idhra from Stavros rock.

(Original dated 1832.)

*Chart 1525.*

western end of Véntza. Dhisáki (*Lat. 37° 16' N., Long. 23° 21' E.*) consists of two parts, separated by a very narrow passage.

Aléxandros, the islet next in size to Tríkeri, lies southward of the western end of Ídhra, from which it is separated by a deep and clear channel, half a mile wide. 5

Stavrós, an island, about  $4\frac{1}{2}$  miles south-eastward of Cape Bísti, is high and steep, with two above-water rocks close off its south-western side.

Stavrós rock, over which there is a depth of only 2 feet (0<sup>m</sup>6), is 10 steep-to; it lies about three-quarters of a mile south-south-westward of Stavrós. Mount Éros, the summit of Ídhra, bearing 014°, and well open westward of Stavrós, leads westward of Stavrós rock, and the same mountain, bearing 004° and open eastward of Stavrós leads eastward of the rock. See view facing this page. The northern 15 peak of Tríkeri in line with the conical islet of Strongiló, bearing 291°, leads about a mile southward of Stavrós rock.

On the western side of the southern approach to the Gulf of Ídhra, there is a bight between Cape Áyios Aimilianós and Cape Mouzáki (Muzaki), about 5 miles north-eastward. Tigáni, 72 feet (21<sup>m</sup>9) high, 20 is the largest of the Kounoúpi group of islets lying on a shallow rocky bank which extends off the south-western shore of this bight for about 4 cables, from a point about a mile northward of Cape Áyios Aimilianós. The head of the bight is shallow and its northern side has several above-water rocks lying close off it in places. The eastern end of the northern 25 side of the bight forms the north-western side of Dhokós strait, page 88.

**Ídhra.—South-eastern coast.**—Ídhra is an island almost entirely composed of bare, sterile, rocky land; Mount Éros, the summit, is 1,958 feet (596<sup>m</sup>8) high and is situated near the centre, about 5 miles east-north-eastward of Cape Bísti. The coast is rugged and irregular, 30 with considerable depths nearly everywhere around it, more especially at the eastern end.

The south-eastern coast is rocky and indented in places, and the depths are everywhere too great for anchoring. On this coast there are no off-lying dangers, but Nísiza, an islet, lies about 2 miles westward 35 of Cape Rígas, the south-eastern extreme of the island, which is situated about  $4\frac{1}{2}$  miles south-westward of Cape Zóurva, page 86. Between the two latter capes, there is a bight, at the head of which is Limnióniza bay; Limnióniza (Dimionizza), an islet, lies close off the head of this bay, about  $1\frac{1}{2}$  miles northward of Cape Rígas. 40 Limnióniza bay is of no use to shipping.

**Petási strait.—Light.**—Petási strait leads into the Gulf of Ídhra from south-westward between the south-western end of Ídhra and the eastern end of Dhokós (Dokos), an island, about  $1\frac{1}{2}$  miles north-westward; the strait is clear of dangers and is deep throughout. As 45 the southern side of Dhokós is high and steep, sailing vessels must be on the look out for squalls from various directions. At times the current through the strait runs eastward, even with fresh north-easterly winds.

Petási, an island, with Pondikó (Pontiko-nisi), an islet, about a 50 quarter of a mile south-westward of it, lies on the south-eastern side of Petási strait, about half a mile north-north-eastward of Cape Bísti. The channel between these islands and the coast of Ídhra, which, at its northern end is narrow and deep, may be used by small vessels with local knowledge.

*Charts 2836a, 1800, 2158b, 449.*

*Chart 1525.*

A light is exhibited, at an elevation of 75 feet (22<sup>m</sup>9), from a white circular tower and dwelling, 29 feet (8<sup>m</sup>8) in height, on the south-eastern extreme of Dhokós.

- 5 **Dhokós strait.**—**Light.**—Dhokós (Dokos) strait leads into the Gulf of Ídhra from south-westward between the western end of Dhokós, which is 1,004 feet (306<sup>m</sup>0) high, and the mainland near Cape Mouzáki, page 87. The channel is 4 cables wide, clear and deep, but is unsuitable for sailing vessels as the wind is almost always baffling, and calms  
10 are frequent, caused by the high land of Dhokós.

A light is exhibited, at an elevation of 75 feet (22<sup>m</sup>9), from an iron column and hut, 16 feet (4<sup>m</sup>9) in height, on Cape Mouzáki.

- Eastern entrance to the Gulf of Ídhra.**—**Light.**—Cape Zóúrvia (Lat. 37° 22' N., Long. 23° 35' E.) is situated on the southern side of  
15 the eastern entrance to the Gulf of Ídhra. See view facing this page.

A light is exhibited, at an elevation of 119 feet (36<sup>m</sup>3), from a square tower on a dwelling, 36 feet (11<sup>m</sup>0) in height, on Cape Zóúrvia. See view.

- Cape Skillaion (Skyli), situated on the northern side of the eastern entrance to the Gulf of Ídhra, is the termination of the high mountainous range which extends from Mount Dhídhimon (Didyma), 3,541 feet (1,079<sup>m</sup>3) high, situated about 15 miles west-north-westward; this cape forms the south-western entrance point of the Saronic gulf.

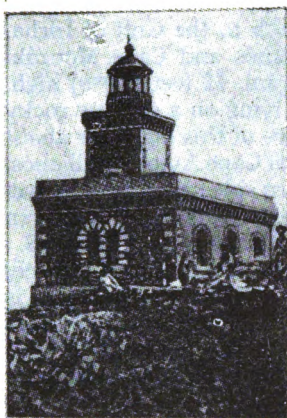
- Tselivínia (Kelevini) islands, two in number, lie close off the south-eastern extreme of Cape Skillaion; Spathí, the western of the two, is connected to this extreme by a reef over which there is a depth of 3 feet (0<sup>m</sup>9). The two islands  
20  
25  
30  
35 are separated by a narrow channel with a depth of 8 fathoms (14<sup>m</sup>6) in the fairway. A reef extends southward for about 2 cables from a point on the south-eastern side of Skillí, the outer island, situated about 4 cables south-westward of its north-eastern extreme.

- Gulf of Ídhra.**—This gulf lies between the islands of Ídhra and  
40 Dhokós, on its southern side, and the mainland on its northern and western sides. It is everywhere clear of danger, excepting the shoal south-westward of Sípía (Supia) islet, off the eastern end of its northern side and some shoals at its western end.

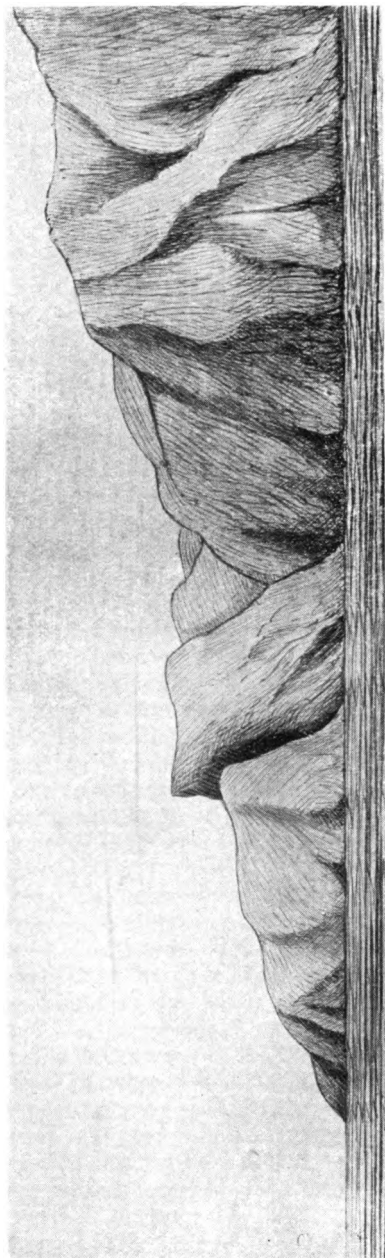
- On the northern side of the gulf, Sípía, an islet, lies about 1½ cables  
45 south-westward of a point situated about 1½ miles south-westward of the south-eastern extreme of Cape Skillaion. Sípía lies on the edge of a coastal bank, about 2 cables wide, which borders the coast between the point off which the islet lies and Cape Thermísi, about 9 miles westward. This portion of the coast is low, and the outer edge of  
50 the coastal bank slopes steeply to considerable depths.

A detached rocky shoal, which is steep-to and has a depth of 2½ fathoms (4<sup>m</sup>6) over it, lies about 4½ cables south-westward of Sípía and nearly 4 cables offshore.

At night, the coast between Sípía and a point about 1½ miles west-



*Cape Zóúrvia lighthouse.*



*Cape Zóúrrva,  
Lighthouse not shown.*

*Ídhra island.*

Cape Zóúrrva, Ídhra island, bearing  $188^{\circ}$ , 12 miles.  
(Original dated 1877.)





*Chart 1525.*

ward, should not be approached into a depth of less than 40 fathoms (73<sup>m</sup>2), and between the last-mentioned point and Cape Thermísi, into a depth less than 30 fathoms (54<sup>m</sup>9).

About 4 miles westward of Sípia there is a low, projecting shingle point, with a large white building, and also an olive grove, standing a short distance north-eastward of it; about a mile west-north-westward of the point, there is a small chapel.

The northern coast of Ídhra, which forms the southern side of the Gulf of Ídhra, is indented and steep to between Cape Zoúrya (*Lat.* 37° 22' N., *Long.* 23° 35' E.) and Mandráki bay, about 4½ miles westward; there are a few above-water rocks close off this stretch of coast.

The entrance to Mandráki bay is about 2 cables wide, with a battery on each entrance point. Some rocks, awash, lie close off the head of the bay, where there is a shallow bank about half a cable wide, beyond which the depths increase rapidly. A village lies at the head of Mandráki bay.

The entrance to Ídhra harbour, described below, lies about half a mile westward of the western entrance point of Mandráki bay.

Several islets lie within a distance of 4 cables off the north-western side of Ídhra between Ídhra harbour and Mólos bay, about 3 miles south-westward.

Kamíni, an islet, lies about half a mile south-westward of the western entrance point of Ídhra harbour and 2 cables offshore. Vlískos, an islet, about 3½ cables west-south-westward of Kamíni, is connected to the coast southward by a bank with depths of 4 fathoms (7<sup>m</sup>3) over it. Palamídhra, an islet, lies about a mile south-westward of Vlískos and 2 cables offshore. Kivotós, two islets close together, with Érimo, another islet, about 2 cables westward of the south-western islet, lie, in the north-western approach to Mólos bay, about a mile west-south-westward of Palamídhra; the channel between Kivotós and the coast can be used by vessels with local knowledge.

Some above-water rocks lie close off a portion of the coast from 2 to 4 cables west-south-westward of Mólos bay; Petási strait, page 87 is entered from north-eastward between these rocks and the eastern extreme of Dhokós.

Skíndo bay, near the eastern end of the northern side of Dhokós, is entered between Cape Mármáro, the northern extreme of the island, and a point about a mile west-south-westward. On each side of the entrance of this bay there is a cove. A patch, with a depth of 5 fathoms (9<sup>m</sup>1) over it, lies about a cable north-eastward of the western entrance point of this bay. A rocky shoal, with a depth of 2 fathoms (3<sup>m</sup>7) over it lies a cable northward of Cape Mármáro; there are depths of 4 fathoms (7<sup>m</sup>3) between this shoal and the cape off which it lies, and there is deep water near the northern side of the shoal. Kivotós, bearing 119°, and open north-eastward of the northern extreme of Dhokós, leads north-eastward of this shoal.

Dhokós strait, between the western extreme of Dhokós and Cape Mouzáki, is described on page 88.

The western end of the Gulf of Ídhra, between Cape Mouzáki and Cape Thermísi, page 88, is described on page 90.

**Ídhra harbour.—Lights.**—The entrance to Ídhra (Hydra) harbour, mentioned above, is about 1½ cables wide. Two moles extend from the western side of the harbour; the northern of these moles

*Chart 1525.*

stretches nearly across the harbour in an easterly direction from a point about a cable south-eastward of the western entrance point. In 1930, dredging was in progress to obtain a depth of 13 feet (4<sup>m</sup>0) within the moles where small craft with local knowledge may find some protection.

There is a mooring buoy a short distance within the entrance of the harbour.

The town of Ídhra (Hydra), in which there are several churches, stands on a barren, rugged height, round the sides of the harbour.

A light (*Lat.* 37° 21' N., *Long.* 23° 28' E.) is exhibited, at an elevation of 40 feet (12<sup>m</sup>2), from an iron column and hut, 16 feet (4<sup>m</sup>9) in height, on the eastern entrance point of Ídhra harbour.

A light is exhibited, at an elevation of 10 feet (3<sup>m</sup>0), at the eastern end of the northern mole at Ídhra harbour.

**Communications.**—Ídhra is connected with the telegraph system, and is in regular steamer communication with the Piræiév and other ports in Greece.

**Western end of the Gulf of Ídhra.**—**Light.**—Kouvérta (Kuverta) bay, at the western end of the Gulf of Ídhra, is open eastward; it is entered between Cape Mouzáki and Cape Stenó, about 1½ miles north-westward. Kápari islet lies 2 cables eastward of Cape Stenó; in the fairway of the channel between them there is a depth of 6 fathoms (11<sup>m</sup>0). Above-water rocks extend north-eastward of Kápari islet for 2 cables, and a shoal, with a depth of 3 fathoms (5<sup>m</sup>5) over it, lies 2 cables north-eastward of the outermost of these rocks. A rocky shoal, with a depth of 5 fathoms (9<sup>m</sup>1) over it and which is steep-to, lies about half a mile further north-eastward.

The north-eastern extreme of Tríkeri in line with the western extreme of Dhokós, bearing 175°, leads a cable westward of the 5-fathom (9<sup>m</sup>1) patch, and between it and the 3-fathom (5<sup>m</sup>5) shoal.

Kápari bay is entered between Cape Stenó and Cape Kastrí, about a mile northward. Cape Kastrí is the eastern extreme of a low tongue, which partly forms the northern side of the bay; the ruins of *Hermione* are situated on this tongue, close westward of the cape, and the town of Ermióni (Kastrí) lies at the western end of the tongue. The land near the head of this bay is low. The bay is open eastward; for anchorage, see page 91.

Kastrí bay, a shallow inlet, suitable only for small vessels with local knowledge, lies on the northern side of the above-mentioned tongue.

Between the northern entrance point of Kastrí bay and Cape Thermísi, page 88, there is a bight; at the north-western end of this bight there is a bay with good holding ground. An islet lies near the head of the bay, about a mile northward of Cape Kastrí and a short distance offshore.

A light (*Lat.* 37° 23' N., *Long.* 23° 16' E.) is exhibited, at an elevation of 68 feet (20<sup>m</sup>7) from an iron column and hut, 20 feet (6<sup>m</sup>1) in height, on Cape Kastrí.

**Anchorage.**—The best anchorage in the Gulf of Ídhra is about half a mile off the northern shore, and about a mile westward of the shingle point, situated 5 miles eastward of Cape Thermísi, in a depth of 19 fathoms (34<sup>m</sup>7), with the point bearing 086°, and the small chapel bearing 000°. During winter, the north-easterly winds blow over the high land in violent squalls.

*Chart 1525.*

On the southern side of Kápari bay, there is anchorage in good holding ground in depths of from 9 to 13 fathoms (16<sup>m</sup>5 to 23<sup>m</sup>8), mud.

**Winds and currents.**—In a sailing vessel, during strong north-easterly winds, the passage through the Gulf of Ídhra is tedious, as the high land causes heavy squalls in all directions, rendering it necessary to keep under easy sail. Sailing ships are therefore recommended to pass southward of Ídhra. 5

It often happens that the sea breeze, which draws through the bay from eastward, fails just as it reaches Dhokós, so that a vessel coming from eastward will most likely be becalmed for some hours, and have to work through the night against the land wind. The depths, however, in Petási strait are considerable on either shore. The current in this strait, at times, sets eastward with a fresh north-easterly breeze. 10 15

The currents between the islands and the mainland, as well as outside the islands, depend principally upon the force and direction of the winds. It often happens, however, that the land and sea breezes in the summer cause great variation in the currents; the land winds out of the Gulf of Argolis and the Saronic gulf, necessarily cause eddy currents in the vicinity of Spétsai and Ídhra, both in the channel within and outside the islands. To this may be ascribed a ripple occasioned by the meeting of the two currents, which generally appears about half-way between the eastern end of Ídhra and Stavrós, at the intervals between the land and sea breezes, and which before now, here and elsewhere, has been taken for shoal depths. 20 25

*Charts 1657, 2836a, 1800, 2158b, 449.*

## CHAPTER IV

### SARONIC GULF.

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#### *Chart 1657.*

**SARONIC GULF.—Islands in approach.**—The entrance to the Saronic gulf (Gulf of Athens), called by the Greeks Saronikós Kólpos, lies between Cape Skillaion, page 86, and Cape Souíon (Colonna), 5 about 27 miles east-north-eastward, Belópoula, Karávi, and Falkonéra, which lie in the southern approach, are described on pages 77 and 78; the Kikládhes (Cyclades), a group of islands, which lie on the eastern side of the southern approach, are described in Chapter V.

Áyios Yeóryios Belvína (St. Georgio), a rocky island and but little 10 cultivated, 1,080 feet (329<sup>m</sup>2) high, lies near the middle of the south-eastern approach to the Saronic gulf, about 18 miles eastward of Cape Skillaion.

**Caution.**—Navigation is controlled in the Saronic gulf, *see* page 21.

**Light.**—A light (*Lat.* 37° 28' N., *Long.* 23° 57' E.) is exhibited, at 15 an elevation of 485 feet (147<sup>m</sup>8), from a circular tower on a dwelling, 23 feet (7<sup>m</sup>0) in height, near the south-eastern extreme of Áyios Yeóryios Belvína.

**Prohibited area.**—Navigation is prohibited in an area, indicated on the chart by a pecked line, within a distance of one mile off the 20 coast of Áyios Yeóryios Belvína.

#### *Chart 1525.*

**WESTERN SIDE OF GULF.**—On the western side of the Saronic gulf, the narrow channel between the Tselevínia islands, page 88, leads into a small bay lying between the south-eastern extreme of Cape 25 Skillaion and the north-eastern extreme of the same cape, about a mile northward. Cape Krionéri lies about 1½ miles north-westward of the north-eastern extreme of Cape Skillaion.

#### *Chart 1517.*

**Póros strait approach.—Danger.**—Póros strait is approached 30 from eastward between Cape Krionéri and Cape Kalávria (Kalauroi), the eastern extreme of Póros, an island, about 3½ miles north-north-eastward. On the south-western side of the approach, there is a bight between Cape Krionéri and Cape Alíki, about 1½ miles north-westward. Artinó, an islet, with another islet close eastward, lies near the end of 35 a rocky shoal which extends for about a cable eastward from a point about a quarter of a mile southward of Cape Alíki.

*Charts 1525, 1657, 2836a, 1800, 2158b, 449.*

*Chart 1525.*

In the north-eastern approach to Póros strait, Loney reef, with a least depth of 7 fathoms (12<sup>m</sup>8) over it, lies about 2½ miles east-south-eastward of Cape Kalávria.

*Chart 1517.*

Módhi, a rocky islet, 334 feet (101<sup>m</sup>8) high, lies with its north-eastern end about three-quarters of a mile south-eastward of Cape Kalávria (*Lat.* 37° 31' N., *Long.* 23° 32' E.), and has some resemblance to a lion couchant; some rocks lie off its north-eastern end, but its other sides are steep-to. Between Módhi and the south-eastern side of Póros there is a deep channel, but the winds here are always baffling, caused by the high land of Póros and the passage is seldom used by sailing vessels.

The south-eastern side of Póros forms the north-western side of the approach to Póros strait. Póros is remarkable for its rocks of granite; 15 the summit, elevated 1,134 feet (345<sup>m</sup>6), is situated about 1½ miles westward of Cape Kalávria.

Mavrokordhátos reef, with depths of from 6 to 8 fathoms (11<sup>m</sup>0 to 14<sup>m</sup>6) over it and steep-to, is rocky and lies, in the centre of the approach to Póros strait, about 6 cables north-eastward of Cape 20 Alíki.

The eastern extreme of the south-western of the Tselevínia islands, bearing 150°, and kept well open north-eastward of the north-eastern extreme of Cape Skillaion, leads north-eastward of Mavrokordhátos reef. See view on chart 1517.

On the southern side of the approach to Póros strait, there is a bight between Cape Alíki and a sandy point about 3½ cables north-westward. An islet lies close north-westward of Cape Alíki and Búrji, an islet with a fort on it, lies in the approach to this bight about a quarter of a mile north-north-westward of Cape Alíki; Lazaréto, 30 an islet with another islet close north-westward of it, lies on a rocky bank which extends northward and north-westward from the last-mentioned sandy point for about 2 cables. Stavros, an islet, lies about 4 cables west-north-westward of Lazaréto and on the edge of the shallow coastal bank, about a cable wide, which extends from 35 the south-western side of the approach.

On the northern side of the approach, a monastery stands a short distance inland, about 1½ miles north-north-eastward of Cape Alíki, and Cape Kokkinári lies about 6 cables west-south-westward of the monastery; about a cable northward of this cape there is a church. 40 Between Cape Kokkinári and Cape Stavros, the south-eastern extreme of Póros (Sphæria) peninsula, about 6 cables south-westward, there is a bay.

The Póros peninsula is connected to Póros island by a low sandy isthmus situated about 6½ cables westward of Cape Kokkinári; there is 45 a cutting through the isthmus which is crossed by a bridge. There is a conspicuous windmill on the summit of the peninsula, and another windmill, with a church close southward, both of which are conspicuous, are situated near the south-eastern end of the peninsula.

Póros strait (East entrance), which leads into the eastern end of 50 Póros harbour, is entered between Cape Stavros and a point on the coast about 1½ cables south-westward.

**Anchorage.**—Póros bay, which lies north-eastward of Póros peninsula is open south-eastward but affords good anchorage in

*Chart 1517.*

summer, in depths of from 15 to 19 fathoms (27<sup>m</sup>4 to 34<sup>m</sup>7), sand, with the monastery in line with the point, situated nearly half a mile westward, bearing 068°, and Búrji bearing about 158°; from this position the depths decrease gradually towards the edge of the coastal bank, over a cable wide in places, which extends off the beach at the head of the bay.

There is anchorage, with good holding ground, for small vessels with local knowledge under the lee of the bank on which Lazaréto is situated.

**Póros strait.**—This strait is only available for small vessels with local knowledge.

The channel of the strait lies close along the south-western side of Póros peninsula and between it and a shallow bank which extends off the mainland. The least depth in the fairway of the channel, in 1929, was 14 feet (4<sup>m</sup>3).

**Northern side of Póros.—Off-lying islets.**—On the north-eastern side of Póros, between Cape Kalávria, page 92, and Cape Akhérdho, about 2½ miles north-westward, there is a bight in which are several indentations; the coast of the bight is steep-to. Cape Akhérdho is the northern extreme of a peninsula which extends from the northern side of Póros for about 1½ miles; Barbariá (Varyargna) bay lies on the eastern side, and Erikathia bay on the western side, of the southern end of this peninsula. Bísti (Beasti), an islet, lies about 4 cables southward of Cape Akhérdho and close off the eastern side of the peninsula; a shoal, on which there are rocks both above-water and sunken, extends north-eastward of Bísti for about a cable.

On the north-western side of Póros, between Cape Akhérdho and Cape Dána, about 3½ miles south-westward, there is a bight in which the depths are considerable.

Platiá, an islet, 24 feet (7<sup>m</sup>3) high, lies nearly 1½ miles north-eastward of Cape Akhérdho; it is surrounded by shallow water and, at a distance of 2 cables west-south-westward of its western extreme, there is a rocky patch over which there is a depth of only one fathom (1<sup>m</sup>8). The channel between the southern side of this patch and Cape Akhérdho is clear and deep.

*Chart 1514.*

Petrokáravon, lying about 2½ miles north-north-westward of Platiá, is a group of above-water rocks, the largest being about 50 feet (15<sup>m</sup>2) high. The extent of the group can best be seen on the chart; they are easily seen and apparently steep-to.

Both Platiá and Petrokáravon lie in the south-eastern approach to Méthana strait, page 95; they are both covered by the red sector of Moní light between the bearings of 322° and 336°.

*Chart 1517.*

**Light.**—A light (Lat. 37° 31' N., Long. 23° 26' E.) is exhibited, at an elevation of 106 feet (32<sup>m</sup>3), from a square tower on a dwelling, 31 feet (9<sup>m</sup>4) in height, situated on Cape Dána.

**Póros harbour.**—This harbour, situated on the south-western side of Póros, being almost completely land-locked, is one of the best harbours in Greece for capacity, convenient depths, and shelter. A government dockyard is situated at the north-eastern end of the harbour.

The western end of Póros harbour is entered by North entrance,

*Chart 1517.*

between Cape Dána, page 94, and Cape Formí (Phormio) about 2½ cables westward; both sides of it are steep-to. Pétra, an islet, lies on the eastern side of the channel, midway between Cape Dána and Cape Nédha, about 6 cables southward, and close off the southern entrance point of a small shallow bay. An islet, with some sunken rocks close off its southern side, lies close off Cape Nédha. (*Lat. 37° 31' N., Long. 23° 26' E.*).

The north-eastern side of the harbour, between Cape Nédha and Cape Budúri, about 1½ miles south-eastward, is indented. Dhaskaliá an islet, lies about 3½ cables eastward of Cape Nédha on the southern end of a shallow spit which extends offshore for about a cable.

The southern shore of the harbour is bordered by a narrow, shallow bank.

The eastern end of the harbour is entered between Cape Budúri and Cape Tombázi, a low, tree-covered point, about 4 cables south-westward.

The dockyard has a shallow bay on its northern side. The western entrance to Póros strait, page 94, lies in the south-eastern part of the harbour, between the south-western extreme of Póros peninsula and a point about 2 cables south-westward; the town of Galatá, where there is a ferry, is situated near this point.

The town of Póros, with a population in 1934, of about 5,000, is situated along the north-western and south-western sides of the peninsula of the same name.

**Anchorage.**—The anchorage affording the best holding ground is situated with the south-eastern obelisk on Cape Budúri bearing 110°, distant about 2½ cables.

**Measured distance.**—There are two obelisks, close together, on Cape Budúri, one of which is painted brown and the other white; these form the mark for the south-eastern end of a measured mile. The north-western end is marked by a single obelisk, painted white, situated 1½ cables north-north-westward of Dhaskaliá islet. The course on the range, indicated on the chart by a pecked line, is 300° or 120° in depths of from 8 to 16 fathoms (14m6. to 29m3).

**Port facilities.**—**Communications.**—Porós is connected with the general telegraph system.

There is regular steamer communication with the Piraiévs and Návp lion.

There is a hospital at the Naval school and also a small isolation hospital.

Small supplies of fruit and vegetables can be obtained.

*Chart 1514.*

**Méthana strait and approaches.**—This is a clear and deep passage lying between Méthana peninsula, on the southern side, and the islands of Aiyina, Moní and Angístri, on the northern side; see view on chart. Platiá and Petrokáravon, which lie in the south-eastern approach to Méthana strait, are described on page 94.

Méthana strait is entered between Cape Dorovátsa, the north-eastern extreme of Méthana peninsula and Cape Pírgos (Pyrgos), the southern extreme of the island of Aiyina (Ægina), about 4½ miles north-eastward. The latter island is described on page 97. See view on chart.



*Chart 1517.*

Méthana peninsula, near its southern end, is joined to the mainland by an isthmus, which is narrow and rocky; the summit of the isthmus, elevated 254 feet (77<sup>m</sup>4), is situated about 3 miles north-westward of Cape Formí, page 95.

Stenó bay is a small indentation lying between the north-eastern side of the above-mentioned isthmus and the southern coast of Méthana peninsula. The bay is only available for small vessels; the holding ground is indifferent, as the bottom chiefly consists of loose fragments of volcanic remains.

*Chart 1514.*

Near the centre of Méthana peninsula is Mount Khelona, an extinct volcano rising to an elevation of 2,430 feet (740<sup>m</sup>7). There are several villages on the peninsula, one of which, Vromo, is situated about 1½ miles south-eastward of Mount Khelona; on its south-western side, lies the Acropolis and ruins of Méthana. The coasts are rocky, and in some places above-water and sunken rocks extend a short distance offshore. The village of Méthana, on the south-western side of the peninsula, is connected to the general telegraph system.

On the northern side of Méthana strait, a shoal, on which are above-water and sunken rocks, extends for about a cable south-westward of Cape Pírgos. Cape Pérdhika, the south-western extreme of Aíyina, is situated about 1½ miles north-westward of Cape Pírgos.

Moní, an island, 571 feet (174<sup>m</sup>0) high, is separated from Cape Pérdhika by Moní strait, a narrow channel in the fairway of which there are depths of from 15 to 20 fathoms (27<sup>m</sup>4 to 36<sup>m</sup>6), but which should not be used by sailing vessels unless there is a strong sea breeze, as the winds are always baffling under Mount Óros, page 97. There is a cove between Cape Pérdhika and a point about 3 cables northward, which forms the north-eastern entrance point of the strait; both the cape and point should be given a wide berth.

Vathí strait, page 98, is entered from southward between the south-western extreme of Moní and Cape Skilómangas, the southern extreme of Angístri, an island, about 4 miles west-south-westward. Angístri is 709 feet (216<sup>m</sup>1) high; its southern coast is clear of danger.

Dhoroúsa (Thorussa), an islet, lying off the south-western end of Angístri, is rocky; the channel between is only 1½ cables wide, with depths of from 7 to 19 fathoms (12<sup>m</sup>8 to 34<sup>m</sup>7) in the fairway.

Méthana strait is entered from westward between the western extreme of Dhoroúsa and Cape Panayía, the western extreme of Méthana peninsula, about 4 miles south-south-westward.

Kíra (Kyra) (*Lat.* 37° 42' N., *Long.* 23° 16' E.), an islet, lies in the north-western approach to Méthana strait, about 2½ miles west-north-westward of the western extreme of Dhoroúsa. An islet, surrounded by sunken rocks, lies close off the south-eastern side of Kíra; the passage between this islet and Dhoroúsa is deep and clear.

Saláfto (Salaphtonisi), an islet which is steep-to at the distance of a cable, lies westward of Kíra, separated by a deep and clear passage about half a mile wide.

**Light.**—A light is exhibited, at an elevation of 75 feet (22<sup>m</sup>9), from a white tower on a square base, 21 feet (6<sup>m</sup>4) in height, on the south-western extreme of Moní.

**Prohibited area.**—Navigation is prohibited in an area, indicated on the chart by a pecked line, off the southern end of Aíyina, which

*Chart 1514.*

includes a portion of the northern side of Méthana strait, Moní strait, a portion of the eastern side of Vathí strait, and the southern part of Marathón bay, page 98.

Landing on Aíyina island is prohibited in certain areas. Details 5 should be obtained before visiting the island.

**Aíyina.**—This island, page 95, is generally hilly, the hills for the most part being barren, though the valleys and plains, particularly on the western side, are fertile. Mount Óros, situated about  $1\frac{1}{4}$  miles 10 north-north-eastward of Cape Pírgos, is 1,752 feet (534<sup>m</sup>0) high. Some ruins stand on an elevation, 578 feet (176<sup>m</sup>2) high, near the north-eastern end of the island, the remaining columns of which are conspicuous from seaward.

Between Cape Pírgos and Cape Áyios Andónios (Andonis), about  $2\frac{1}{4}$  miles east-north-eastward, the south-eastern side of Aíyina is 15 generally cliffy. The latter cape is fringed by a narrow coastal bank with depths of from  $4\frac{1}{4}$  to 6 fathoms (7<sup>m</sup>8 to 11<sup>m</sup>0) over it. Ayía Marina bay is entered between Cape Penínda Vrákhia, situated about  $2\frac{1}{4}$  miles north-north-eastward of Cape Áyios Andónios, and Cape Ayía Marina, about a mile further north-north-eastward. This bay 20 affords temporary anchorage during fine weather in any convenient depth, sand and weeds. The northern limit of the area in which navigation is prohibited off the southern end of Aíyina, page 96, extends south-eastward from the south-eastern entrance point of Ayía Marina bay. 25

Cape Tourlos (Turlo) is situated about a mile north-north-eastward of Cape Ayía Marina; an above-water rock lies close offshore midway between these two capes. Between Cape Tourlos and Cape Krasospiliá (Krousospéllia) (*Lat.* 37° 46' N., *Long.* 23° 34' E.), the north-eastern extreme of Aíyina, about half a mile northward, the coast is 30 bordered by rocks, above-water, sunken, and awash, to a distance of nearly two cables; one of these rocks has the appearance of a boat under sail. Tourlos rock, 59 feet (18<sup>m</sup>0) high, lies close eastward of Cape Tourlos.

Nisídha, an islet, with an above-water rock close north-westward of 35 it, lies about half a mile westward of Cape Krasospiliá and  $1\frac{1}{4}$  cables off the coast, to which it is connected by a reef. The coastal bank extends for a short distance northward of both Cape Krasospiliá and Nisídha, and they should be given a wide berth.

From abreast Nisídha to Cape Plakákia, the north-western extreme 40 of Aíyina, about 7 miles westward, the coast is fringed, in places, by above-water and sunken rocks. The coastal bank, with depths of less than 5 fathoms (9<sup>m</sup>1) over it, extends off this stretch of coast for as much as  $1\frac{1}{4}$  cables in places.

The north-western coast of Aíyina is described on page 99, and the 45 islands lying off the northern and north-western sides, on page 101.

**Lights.**—A light (*Lat.* 37° 46' N., *Long.* 23° 34' E.) is exhibited, at an elevation of 82 feet (25<sup>m</sup>0), from a white iron tower on a masonry base, on Cape Tourlos.

A light is exhibited, at an elevation of 36 feet (11<sup>m</sup>0), from a white 50 circular tower with red vertical stripes, 20 feet (6<sup>m</sup>1) in height, on Cape Plakákia.

*Charts 1513, 1514 and 1657.*

**Prohibited and danger areas.**—Navigation is prohibited in an

*Charts 2836a, 1800, 2158b, 449.*

*Charts 1513, 1514 and 1657.*

area, indicated on the charts by a pecked line, for a distance of about one mile off the north-eastern end of Aífyina.

An area from a distance of from  $2\frac{1}{2}$  to 4 miles off the north-eastern and eastern coasts of Aífyina, which is indicated on the charts by a pecked line, is mined and is dangerous to navigation.

In addition to the above areas, there are two submarine exercise areas, indicated on the charts by pecked lines, one off the eastern side of Aífyina and the other off the eastern part of the northern coast of the same island. See also page 96.

*Chart 1514.*

**Vathí strait.**—This strait, the entrance to which is described on page 96, is deep and clear; there is generally a light, steady breeze in it, and it is the best channel leading to Marathón bay, which is situated on its eastern side. On the north-western side of Vathí strait, Angístri strait separates the island of Angístri from Metópi, an island lying about three-quarters of a mile north-eastward. Angístri strait is less than a cable wide between the rocky shoals extending offshore on both sides; a depth of about 3 fathoms ( $5^m5$ ) can be carried through it but it should only be used by vessels with local knowledge. A bank, with less than 5 fathoms ( $9^m1$ ) over it, extends from the northern side of Angístri, and from the north-western and northern sides of Metópi, for about three-quarters of a mile in places. At its northern end, Vathí strait leads into Metópi strait, described below.

**Marathón bay.**—**Anchorage.**—Marathón bay, on the south-western side of Aífyina, is entered between the north-eastern entrance point of Moní strait, page 96, and Cape Palaiópirgos, about  $2\frac{1}{2}$  miles north-north-westward; the bay is sheltered from westerly and north-westerly winds by the islands of Angístri and Metópi with the shoals extending from them, and from southward by Moní. The shores of the bay are fringed by a coastal bank, on which there are above-water and sunken rocks, and which is about 2 cables wide in places. Detached shoal patches, with depths of from  $2\frac{1}{2}$  to  $4\frac{1}{2}$  fathoms ( $4^m6$  to  $8^m2$ ) over them, extend westward of Cape Palaiópirgos for as much as three-quarters of a mile. Marathón bay is approached from north-westward through Metópi strait.

In the northern part of Marathón bay there is spacious and excellent anchorage in depths of from 10 to 19 fathoms ( $18^m3$  to  $34^m7$ ), mud and sand, and good holding ground. A fair berth for vessels of deep draught is in a depth of 19 fathoms ( $34^m7$ ), with Cape Palaiópirgos bearing  $326^\circ$ , and Moní lighthouse bearing  $210^\circ$ ; smaller vessels may anchor further northward.

**Metópi strait.**—This strait lies between the detached shoals off Cape Palaiópirgos (*Lat.  $37^\circ 44'$  N., Long.  $23^\circ 26'$  E.*), mentioned above, and a shoal, with depths of less than 5 fathoms ( $9^m1$ ) over it, which extends about a mile eastward of Metópi; the navigable channel is about 4 cables wide and carries a depth of 5 fathoms ( $9^m1$ ).

The north-eastern extreme of Ipsilí islet in line with the gap near the summit of the Yeranía (Geraneia) mountains (chart 1513), bearing  $322^\circ$ , leads through Metópi strait. See view C on chart 1514. Cape Pérðhika, bearing  $142^\circ$ , and just open north-eastward of Moní, also leads through this channel. See view D on chart 1514. The red sector of Moní light, between the bearings of  $165^\circ$  and  $173^\circ$ , leads through Metópi strait by night.

*Charts 1657, 2836a, 1800, 2158b, 449.*

*Charts 1513, plan of Port Ægina, and 1514.*

**North-western coast of Aiyina.**—Between Cape Palaiópirgos (Lat.  $37^{\circ} 44' N.$ , Long.  $23^{\circ} 26' E.$ ), page 98, and Cape Plakákia, page 97, the coast is fringed by a shallow bank from one to 2 cables wide, on which there are sunken rocks in places. The moles which form Aiyina harbour, described below, are built on this bank about a mile south-south-eastward of Cape Plakákia. Between the entrance to this harbour and Cape Kolóna (Skendiriotti), about half a mile north-north-westward, there are the submerged remains of two detached moles, lying a short distance offshore, and some detached shoals, with depths of from 8 to 11 feet ( $2^m4$  to  $3^m5$ ) over them, lie at a distance of about 2 cables offshore; the positions of these shoals can best be seen on the chart. Cape Kolóna can be identified by a conspicuous pillar which stands on the summit, about one cable within its extreme. *Chart 1513, plan of Port of Ægina.*

**Aiyina harbour.**—This harbour is formed by two moles enclosing a small area, open south-westward; the northern mole extends offshore in a southerly direction for about three-quarters of a cable and then in a west-south-westerly direction for a short distance. At the head of the harbour, nearly midway between the roots of the two moles, a jetty, alongside which there is a least depth of 8 feet ( $2^m4$ ), projects for a short distance offshore. The cathedral, situated about a cable eastward of the jetty, in line with the light-structure on the head of the south-eastern mole, leads towards the entrance of the harbour.

There is an open roadstead off the harbour; more sheltered anchorage can be obtained in Marathón bay, page 98.

The town of Aiyina, with a population, in 1938, of about 2,000, is the capital of the island, and is situated round the head of the harbour. The town is connected with the general telegraph system and is in regular steamer communication with the Piraiévs.

The principal exports are olives and wine.

There is a small hospital in the town.

**Lights.**—A light is exhibited, at an elevation of 35 feet ( $10^m7$ ), from an iron column and hut, 23 feet ( $7^m0$ ) in height, on the head of the northern mole.

A light is exhibited, at an elevation of 29 feet ( $8^m8$ ), from an iron column on a hut, 19 feet ( $5^m8$ ) in height, on the head of the south-eastern mole.

A light is exhibited on the south-eastern angle of the northern mole.

Two lights, disposed vertically, are exhibited on the wharf at the head of the harbour; these lights kept midway between the light on the south-eastern angle of the northern mole and the light on the head of the south-eastern mole lead into the harbour.

*Chart 1514.*

**Coast.**—Between Cape Panayiá, the western extreme of Méthana peninsula, page 96, and a point on the mainland about 3 miles south-westward, there is a bay. The high mountainous land round the shores of the bay subject it to heavy squalls when there is any wind. Mount Ortholíthi, situated on the south-western side of the bay, about  $5\frac{1}{2}$  miles south-south-westward of Cape Panayiá (Lat.  $37^{\circ} 36' N.$ , Long.  $23^{\circ} 18' E.$ ), rises to an elevation of 3,642 feet ( $1,110^m1$ ).

*Charts 1517, plan of Port Epidavro, and 1514.*

Áyios Vlássis (Lassi) bay is entered between Cape Kléftis (Klephti), the eastern extreme of a rocky peninsula on which are the ruins of

*Charts 1657, 2336a, 1800, 2158b, 449.*

*Charts 1517, plan of Port Epidavro, and 1514.*

*Epidaurus*, situated about  $6\frac{1}{2}$  miles west-north-westward of Cape Panayía, and a point about a mile southward. See view B on chart 1514. The cliffs of the peninsula are steep-to, but from the western end of the peninsula, the coast trends southward and, for about three-quarters of a mile, is bordered by a shallow bank of shingle, which extends for a distance of  $1\frac{1}{2}$  cables off a point situated about half a mile south-westward of Cape Kléftis; the shingle bank is steep-to, with depths of from 3 to  $3\frac{1}{2}$  fathoms ( $5^m5$  to  $6^m4$ ) on its outer edge.

10 Temporary anchorage may be obtained in fine weather during summer, in the north-western part of Áyios Vlássis bay, about  $1\frac{1}{2}$  cables southward of the cliffs, and a quarter of a mile off the western shore, in depths of from 13 to 20 fathoms ( $23^m8$  to  $36^m6$ ), sand. Should an easterly wind set in, a vessel should leave the anchorage.

15 *Chart 1517, plan of Port Epidavro.*

**Palaiá Epidhavros bay.**—This bay (Port Epidavro) is open eastward and is entered between Cape Kléftis and Cape Kalamáki, about  $4\frac{1}{2}$  cables northward. In the south-western part of the bay there is an area in which small vessels with local knowledge, can anchor in depths of from 3 to 10 feet ( $0^m9$  to  $3^m0$ ). Reefs, over the outer ends of which there are depths of  $1\frac{1}{2}$  fathoms ( $2^m3$ ), extend from both sides of the entrance to this area, leaving a passage about 40 yards ( $36^m6$ ) wide; Cape Kalamáki in line, astern, with the saddle of Angistri island (chart 1514), bearing  $066^\circ$ , leads through the passage to the anchorage. See view facing this page.

The village of Palaiá Epidhavros is situated on the north-western side of the above-mentioned area, the land in the vicinity being cultivated.

*Chart 1514.*

30 **Coast.**—**Light.**—Néa Epídhavros (Piadha) bay, lies nearly midway between Cape Kalamáki and Cape Trakhli (Trakhyli), about  $4\frac{1}{2}$  miles northward; the town of Néa Epídhavros, where there is a Venetian fortress, stands on a hill about a mile westward of the head of this bay.

Trakhli islet lies close north-eastward of the cape of the same name.

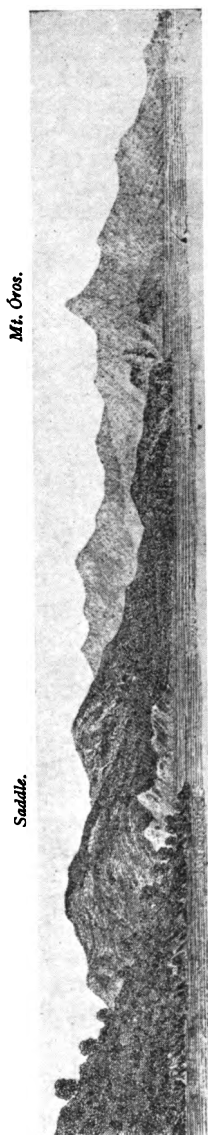
35 Between Cape Trakhli and Cape Trellí (Trailí) (*Lat.  $37^\circ 45' N.$ , Long.  $23^\circ 09' E.$* ), a small projection, about  $2\frac{1}{2}$  miles north-north-westward, there is a bight, at the north-western head of which is Sofikón bay (Port Sophiko), used by small vessels, with local knowledge. The bottom here is mostly loose gravel, and, the bay being under high land, the winds are always baffling. A detached shoal, over which there is a least depth of 5 fathoms ( $9^m1$ ), lies in the south-western approach to Sofikón bay, about  $1\frac{1}{2}$  miles south-westward of Cape Trellí and from  $1\frac{1}{2}$  to 3 cables offshore. A spring of fresh water rises from a depth of 7 fathoms ( $12^m8$ ) on this shoal; a light air, however, is sufficient to mix the fresh and sea water.

A light is exhibited, at an elevation of 36 feet ( $11^m0$ ), from an iron column and hut, 23 feet ( $7^m0$ ) in height, which stands on the south-western end of the promontory on the south-eastern side of Sofikón bay.

50 Rocks, above-water and sunken, extend southward of Cape Trellí for a short distance and eastward for about 2 cables.

The north-western end of Pétros, an island, lies about 4 cables off a point situated about three-quarters of a mile north-north-eastward of Cape Trellí, with a deep, clear channel between.

*Charts 1513, 1657, 1600, 2836a, 1800, 2158b, 449.*



*C. Kalamáki.*      *Angstri I.*      *C. Skidmangas, Mont. I.*  
 Palaia Epídhavros bay leading mark: Cape Kalamáki in line with  
 saddle, bearing  $066^{\circ}$ .  
 (Original dated prior to 1897.)



*Chart 1514.*

Cape Spiri lies about  $3\frac{1}{2}$  miles north-north-eastward of Cape Trelli.

**Off-lying islets.**—**Light.**—A chain of islets extends off Cape Spiri for a distance of about 14 miles.

The Lagoúsai (Lagosa) group, consisting of five islets close together, is the easternmost of the chain, and is situated about  $2\frac{1}{2}$  miles northward of the northern coast of Afyina. A bank, over which there is a depth of  $3\frac{1}{2}$  fathoms ( $6^m4$ ), extends 3 cables eastward from the eastern end of easternmost and largest islet of this group, otherwise no shoals extend more than a cable from any islet of the group.

A light (*Lat.*  $37^\circ 49' N.$ , *Long.*  $23^\circ 29' E.$ ) is exhibited, at an elevation of 36 feet ( $11^m0$ ), from a white iron column and hut, 19 feet ( $5^m8$ ) in height, situated on the eastern extreme of the easternmost of the Lagoúsai group.

Platiá, an islet, situated  $2\frac{1}{2}$  miles westward of the Lagoúsai group, has a bank, with depths of less than 5 fathoms ( $9^m1$ ), extending for a cable from its southern side.

Stakhtorróyi (Staktoroya) and Ipsili (Hypsili), the two islets next westward of Platiá, are steep-to. Ipsili, 424 feet ( $129^m2$ ) high, is the highest of the chain and has three smaller islets off its western side.

The Dhiapória (Diaporii) islets, the westernmost group of the chain, lie with the western extreme of Áyios Thomás, the westernmost islet of the group, about  $2\frac{1}{2}$  miles eastward of Cape Spiri; Áyios Ioánnis, 254 feet ( $77^m4$ ) high, Áyios Thomás, 137 feet ( $41^m8$ ) high and Trágos, 253 feet ( $77^m1$ ) high, are the principal islets, lying close together, and without any ship passage between them. Three smaller islets lie from a quarter of a mile to a mile eastward of the principal islets. Between the eastern end of Áyios Ioánnis, the northernmost of the group, and Moláthi, the easternmost of the group, are two shoals, one, over which there is a depth of 3 feet ( $0^m9$ ), lying a quarter of a mile south-eastward of the eastern extreme of Áyios Ioánnis, and the other, with a depth of  $4\frac{1}{2}$  fathoms ( $8^m2$ ) over it and steep-to, lying about the same distance west-north-westward of Moláthi.

A vessel should not approach this chain of islets except in case of necessity.

There is a submarine exercise area, indicated on the charts by a pecked line, eastward of the Lagoúsai group. See page 98.

*Chart 1513.*

**Coast.**—Frangolímano (Port Franco), a small bay, is entered between a point situated about 4 miles north-westward of Cape Spiri, and a point about 3 cables south-south-eastward. Between the north-western entrance point of Frangolímano and a small projection, on which is a tower, about 6 miles west-north-westward, the coast is rugged and steep-to.

Kenkhreaf (Kekhries) bay, with a beach at its head, lies between the above-mentioned projection and a point about  $1\frac{1}{2}$  miles northward. The beach is steep-to and a vessel, when anchoring here, should take up a berth close offshore, as the land wind in summer is so strong that the anchor is liable to drag suddenly into deep water.

Cape Sofia (Sophia) is situated about a mile north-eastward of the northern entrance point of Kenkhreaf bay. Kalamáki bay, which lies northward of Cape Sofia, is described on page 115.

**Off-lying islets.**—Evraíos (Hevraeo), a bluff islet which bears evidence of having once been fortified, lies about a mile north-eastward



*Chart 1513.*

of the north-western entrance point of Frangolímano. A bank, with a depth of 5 fathoms (9<sup>m</sup>1) over it, extends for a short distance from the northern side of Evraíos. Platía, an islet, lies 2½ miles westward of Evraíos and 1½ miles offshore. A bank, with a depth of 4 fathoms (7<sup>m</sup>3) over it, extends for a short distance off the northern extreme of Platía.

*Chart 1657.*

**EASTERN SIDE OF GULF.—Aspect.**—The summit of the Imittós (Hymettus) range, on the eastern side of the Saronic gulf, is 3,370 feet (1,027<sup>m</sup>2) high, and is situated about 21 miles north-westward of Cape Soúñion (*Lat. 37° 39' N., Long. 24° 02' E.*), page 92, and about 5 miles inland. Mount Xeró (Mavro vuni), another peak of the same range, elevated 2,539 feet (773<sup>m</sup>9), stands about 3 miles southward of the summit; thence this range slopes towards Cape Zostír; about 6 miles further southward. South-eastward of the Imittós range there is a mountainous district, near the southern end of which is Mount Korphona, terminating in Cape Soúñion; Mount Keratáa, 2,133 feet (650<sup>m</sup>1) high, about 9 miles north-north-westward of Cape Soúñion, and Mount Ólimbos, 1,595 feet (486<sup>m</sup>2) high, about 3 miles south-westward of Mount Keratáa, are amongst the peaks in this district.

*Chart 1526, plan of Mandri channel.*

**Coast.**—Cape Soúñion, on the summit of which are some columns of white marble, the remains of a temple, is the north-eastern entrance point of the Saronic gulf; a rocky shoal, with a depth of 3½ fathoms (6<sup>m</sup>4) over it, lies about a cable off the south-western side of the cape.

Soúñion (Colonna) cove, which is shallow, and the entrance to which is about half a mile wide, is situated on the western side of Cape Soúñion, with Arkhí, an islet, lying nearly midway between the entrance points. This cove affords accommodation for small vessels, with local knowledge, during northerly winds, in depths of from 3 to 8 fathoms (5<sup>m</sup>5 to 14<sup>m</sup>6), coarse sand and fair holding ground.

Legrainá (Legrana) bay, which can be distinguished by its sandy beach, lies between a point about 1½ miles westward of Cape Soúñion and a point about a mile further westward; foul ground extends for a short distance off the latter point. The bay is a convenient shelter, and is frequently resorted to when strong northerly and north-easterly winds, combined with a south-going current, render the passage for sailing vessels through Kéos and Kafirévs straits impracticable. A rock, with a depth of less than 6 feet (1<sup>m</sup>8) over it, lies about 2 cables eastward of the western entrance point, and a rock, awash, lies about half a mile north-eastward of the same point and about a cable offshore. Depths of less than 5 fathoms (9<sup>m</sup>1) extend off the beach at the head of the bay for about a quarter of a mile. The anchorage is in any convenient depth, sand and weed.

Mount Profitis Ilías (S. Elias), 1,195 feet (364<sup>m</sup>2) high, lies about 2½ miles northward of the western entrance point of Legrainá bay.

*Chart 1657.*

**Off-lying island.—Danger.—Light.**—Pátroklos (Gaidaro), an island, 843 feet (257<sup>m</sup>0) high, lies about a mile south-westward of the

*Chart 1657.*

western entrance point of Legrainá bay, separated from the mainland by a passage about half a mile wide, in the fairway of which there is a depth of 6 fathoms (11<sup>m</sup>0). A bank, over which there are depths of less than 6 fathoms (11<sup>m</sup>0), extends from the northern side of the passage for as much as 3 cables, and, on the southern side of the passage, Pátroklos is bordered, in places, by a narrow shallow bank. Medina rock, with a depth of 3 feet (0<sup>m</sup>9) over it, lies at the eastern end of the passage, nearly in mid-channel.

The lighthouse on Fléves in line with Cape Katafiyi, bearing 304°, leads through the eastern part of the passage, south-westward of Medina rock.

A light is exhibited, at an elevation of 23 feet (7<sup>m</sup>0), from a beacon on a small tower, situated on the northern extreme of Pátroklos.

**Prohibited area.**—Navigation is prohibited in an area, indicated on the chart by a pecked line, round the coast of Pátroklos; this area includes the passage between the island and the mainland.

**Coast.**—**Lights.**—Cape Katafiyi (Katapheki) is situated on the mainland, about a mile northward of the north-western extreme of Pátroklos.

Anávissos bay (Port St. Nikolo), with some salt pans at its head, is entered between a point about 2 miles northward of Cape Katafiyi and a point about 6 cables north-westward. A shoal, with a depth of 6 feet (1<sup>m</sup>8) over it, extends for a short distance off the south-eastern entrance point; a rocky shoal, with a depth of 6 feet (1<sup>m</sup>8) over it, lies about 1½ cables southward of the north-western entrance point; and a shoal, on which there are above-water rocks, extends south-eastward of the same point for a similar distance. The head of the bay is shallow; in 1938, there was a pier, in a poor condition, near the salt pans.

Anávissos bay is suitable for small vessels, with local knowledge, during summer, but being open southward and south-westward, is not safe in winter; there is little shelter from northerly and easterly winds, and north-easterly winds raise a choppy sea.

A light is exhibited, at an elevation of 29 feet (8<sup>m</sup>8), from a beacon on a small tower, situated on Cape Katafiyi (Lat. 37° 40' N., Long. 23° 57' E.).

A light is exhibited, at an elevation of 23 feet (7<sup>m</sup>0), from a beacon on a small tower, situated on the north-western entrance point of Anávissos bay.

Arsídha, an island, lies about three-quarters of a mile westward of the north-western entrance point of Anávissos bay and 3½ cables offshore, with depths of from one to 3½ fathoms (1<sup>m</sup>8 to 6<sup>m</sup>9) between it and the coast.

Cape Zostír (Zervi) lies about 7 miles north-westward of Arsídha, and from abreast the island to the cape, the coast forms a bight and has several rocky points projecting from it; the bight, within a distance of as much as 1½ miles offshore, is encumbered with shoals and rocks, the latter being both above-water and sunken, and vessels are recommended not to pass north-eastward of the line joining Arsídha and Cape Zostír. The positions of the rocks and shoals, mentioned above, can best be seen on the chart.

Vári bay, with a beach at its head, lies on the south-eastern side of Cape Zostír; this bay is sheltered from westward by the cape, but

*Chart 1657.*

completely exposed southward. A vessel might find temporary anchorage, under favourable circumstances, during the summer.

**Prohibited area.**—Navigation is prohibited within a radius of about  $1\frac{1}{2}$  miles from the centre of Arsídhā; this area includes the waters between the island and the mainland, and is indicated on the chart by a pecked line.

**Coast.**—Vouliagméní (Vuliasmeni) bay, with a beach at its head, is entered between Cape Zostí and the south-eastern extreme of Lomvárðha (Lombarda) peninsula, about half a mile westward; it is open southward and is only suitable for small vessels, with local knowledge during summer. Lomvárðha peninsula, connected to the coast by a sandy isthmus, forms the western side of Vouliagméní bay. Kasídhis, a rock, 34 feet ( $10^m4$ ) high, lies on a shoal about 2 cables southward of the southern end of this peninsula, and a detached shoal, with a depth of  $4\frac{1}{2}$  fathoms ( $8^m7$ ) over it, lies a short distance further southward.

**Off-lying island.**—**Light.**—Fléves (Phleva), an island, 236 feet ( $71^m9$ ) high, with an islet close off its southern side and another islet close off its north-eastern extreme, lies about a mile southward of Kasídhis rock. The passage between the  $4\frac{1}{2}$ -fathom ( $8^m7$ ) shoal, situated southward of Kasídhis rock, and a shoal, with a depth of  $4\frac{1}{2}$  fathoms ( $7^m8$ ) over it, which extends for a short distance northward of the islet situated off the north-eastern end of Fléves, is about 6 cables wide and is deep and clear.

*Charts 1513 and 1657.*

A light (Lat.  $37^\circ 46' N.$ , Long.  $23^\circ 46' E.$ ) is exhibited from a white iron tower 10 feet ( $3^m0$ ) in height, on Fléves.

**Prohibited area.**—Navigation is prohibited in an area, indicated on the charts by a pecked line, round Fléves, including the waters between it and the coast northward.

*Chart 1513.*

**Coast.**—Cape Kavóúri (Kavura point) is situated about three-quarters of a mile north-westward of the western extreme of Lomvárðha peninsula; Kavóúri, an islet, with depths of  $1\frac{1}{2}$  fathoms ( $2^m7$ ) extending for a cable from its western side, lies about  $1\frac{1}{2}$  cables westward of this cape.

Between Cape Kavóúri and Cape Aixóní (Alikí point), about  $2\frac{1}{2}$  miles north-north-westward, there is a bight which is not recommended as the bottom is very uneven. Kakoulídhí reef (Cacoulidís bank), with a depth of  $1\frac{1}{2}$  fathoms ( $2^m7$ ) over it, and a  $3\frac{1}{2}$  fathom ( $6^m9$ ) patch close north-westward, lies about a mile northward of Cape Kavóúri. Práso, an islet, lies about  $1\frac{1}{2}$  miles north-north-westward of Cape Kavóúri and half a mile off the coast to which it is connected by a shoal, over which there are depths of less than 5 fathoms ( $9^m1$ ). A shoal, with depths of 2 fathoms ( $3^m7$ ) over it, extends from the northern and western sides of Práso for about 2 cables, and a sunken rock lies close off the western side of the islet, with an above-water rock between. Mérmíngia (Alikí) rocks, which break, lie from 5 to 8 cables south-south-westward of Cape Aixóní.

The south-western entrance point of a small, shallow bay is situated about half a mile north-north-eastward of Cape Aixóní; an above-water rock lies close off this entrance point, and the bay is only suitable for small vessels, with local knowledge, during southerly winds.

*Charts 1657, 2836a, 2158b, 449.*

*Chart 1513.*

Temporary anchorage may be obtained off the bay during fine weather in summer, in any convenient depth, sand and good holding ground.

Cape Koliá (Kosma point) lies about 3 miles north-north-westward of Cape Aixóni and Cape Thisévs (Théseus) about  $2\frac{1}{2}$  miles further north-north-westward. The coast between the above-mentioned bay and Cape Thisévs is rocky, and depths of less than 3 fathoms ( $5^m5$ ) extend offshore in places for as much as 4 cables. Sunken rocks extend south-westward of Cape Koliá for about  $3\frac{1}{2}$  cables, and a detached patch, with a depth of  $1\frac{1}{2}$  fathoms ( $2^m7$ ) over it, lies about three-quarters of a mile southward of the point and 4 cables offshore.

*Chart 1520.*

Two above-water rocks lie near the outer end of a rocky spit which extends off a point, about a mile south-south-eastward of Cape Thisévs for about  $3\frac{1}{2}$  cables; a conspicuous white house stands on the coast about a cable northward of this point.

*Chart 1513.*

**Light.**—A light is exhibited, at an elevation of 16 feet ( $4^m9$ ), from Mérmingia rocks.

*Chart 1520.*

**Fáliron bay.—Aspect.—Dangers.**—Fáliron (Phalerum) bay is entered between Cape Thisévs and a point about  $1\frac{1}{2}$  miles west-north-westward. Mounikhía islet lies close south-westward of the western entrance point, connected to the latter by a shallow, rocky shoal. The town of Néon Fáliron (New Phalerum), which is connected to the railway and telegraph systems, lies along the northern shore of the bay, and the town of Palaión Fáliron (Old Phalerum) is situated eastward and south-eastward of Cape Thisévs.

In Néon Fáliron, the Aktaion hotel stands on the coast about  $1\frac{1}{2}$  miles north-westward of Cape Thisévs (*Lat.*  $37^\circ 56' N.$ , *Long.*  $23^\circ 41' E.$ ); Áyios Vasilíos church, which stands at the southern end of the town of Piraiévs, about three-quarters of a mile south-westward of Mounikhía islet, has a large dome and is conspicuous. A landing pier is situated about 2 cables westward of the Aktaion hotel, and there is sufficient depth for steam-boats at the steps on either side of the pier head. There is also a landing stage about a mile eastward of the pier, near some baths.

In the approach to Fáliron bay, a rocky bank, over which there is a depth of 46 feet ( $14^m0$ ), lies about a mile south-westward of Cape Thisévs.

A rocky patch, with a depth of 2 feet ( $0^m6$ ) over it, lies about 2 cables northward of Cape Thisévs and a cable offshore. Three submerged pipes, indicated on the chart by pecked lines, extend southward from the head of the bay, the westernmost of these pipes passes close eastward of the entrance to Mounikhía harbour and the roots of the other two are situated about one cable and  $1\frac{1}{2}$  cables, respectively, eastward of the Aktaion hotel.

Fresh provisions are plentiful.

Mounikhía harbour is situated on the western side of Fáliron bay. Its entrance lies between two peninsulas, from the southern of which a breakwater extends in a north-easterly direction; a reef, with an above-water rock near its extremity, extends southward from the northern peninsula, contracting the entrance to a width of about 40 yards ( $36^m6$ ). Close within the entrance there is a rock, awash,

*Charts 1513, 1657, 2836a, 2836b, 2158b, 449.*

*Chart 1520.*

on each side of the channel leading into the harbour. A shallow bank extends from the shores of the harbour, and the greatest depth in it, in 1936, was  $2\frac{1}{2}$  fathoms ( $5^m0$ ). There are several piers in the harbour.

5 There is a conspicuous flagstaff on the southern side of Mounikhía harbour.

**Lights.**—**Light-buoy.**—A light (*Lat.  $37^\circ 56'$  N., Long.  $23^\circ 40'$  E.*) is exhibited, at an elevation of 26 feet ( $7^m9$ ), from an iron column, 13 feet ( $4^m0$ ) in height, situated on the rock on the northern side of  
10 the entrance to Mounikhía harbour.

A light is exhibited from the head of the breakwater on the southern side of the entrance to Mounikhía harbour.

Two leading lights are exhibited at the head of Mounikhía harbour ; these lights in line, bearing about  $310^\circ$ , lead into the harbour.

15 A light-buoy, exhibiting a *green flashing* light *every two and a half seconds*, is moored  $2\frac{1}{2}$  cables south-south-eastward, and another light-buoy, exhibiting a *green flashing* light *every one-third of a second*, is moored about  $1\frac{1}{2}$  cables north-eastward of the head of the breakwater at Mounikhía harbour ; these light-buoys mark the submerged pipe,  
20 previously mentioned.

A light-buoy, exhibiting a *red flashing* light, marks the outer end of the easternmost submerged pipe in Fáliron bay, situated about 4 cables south-eastward of the landing-pier head.

**Anchorage.**—The best anchorage is reported to be in a depth of  
25 about 12 fathoms ( $21^m9$ ), with the Aktaion hotel bearing  $001^\circ$ , distant 8 cables ; eastward of this position, the bottom is reported to be hard and a vessel may drag. A fair berth is in a depth of about 9 fathoms ( $16^m5$ ), with the light-structure on the rock on the northern side of the entrance to Mounikhía harbour bearing about  $293^\circ$ , distant a little  
30 over half a mile. Small vessels anchor further northward in depths of 33 or 36 feet ( $10^m1$  or  $11^m0$ ). Vessels anchoring in Fáliron bay in summer will escape the heat and unpleasant smells of the Piraiévs ; it is, however, reported that within a radius of half a mile of the outer end of the easternmost submerged pipe, unpleasant smells are often  
35 experienced.

Anchorage is prohibited in the vicinity of the submerged pipes.

**Zéa harbour.**—This harbour is situated on the south-eastern side of the narrow part of the peninsula which forms the south-eastern side of the Piraiévs ; the entrance, about  $3\frac{1}{2}$  cables westward of Mounikhía  
40 islet, is about half a cable wide in its narrowest part and has a depth of about 23 feet ( $7^m0$ ) in the southern portion of the fairway ; within, the harbour has depths of about 10 feet ( $3^m0$ ), except close off its sides, where it is shallow.

Anchorage may be obtained during the summer months off Zéa  
45 harbour, in a depth of about 14 fathoms ( $25^m6$ ), sand and weed, with the western entrance point bearing  $338^\circ$  and Mounikhía islet bearing  $032^\circ$ , distant half a mile. A small vessel may anchor further in ; the bottom is sand, mud, and weed.

**Lights.**—A light is exhibited from either side of the entrance to  
50 Zéa harbour, each at an elevation of 29 feet ( $8^m8$ ).

**PIRAIÉVS AND APPROACH.**—The Piraiévs (Piræus) consists of Léon, Mégas, and Alón harbours, the whole being enclosed between the peninsula which extends in a south-westerly direction from th

*Chart 1520.*

western end of Fáliron bay, and the mainland northward and north-westward.

*Chart 1657.*

In approaching the Piraiévs from southward, the mountains of Ortholíthi, Khelona, and Óros, pages 99, 96 and 97, respectively, will all be seen on the western side of the Saronic gulf. As Mount Óros is brought to bear south-westward and southward, Mount Khelona will show over it with Mount Ortholíthi in the background. On the eastern side of the gulf, Mount Profitis Ilías, page 102, about  $3\frac{1}{2}$  miles north-westward of Cape Souíunion, will be easily distinguished, whilst the lofty peaks of the Imittós range, page 102, will be seen in the northern part of the eastern side of the gulf.

*Chart 1513.*

When in a position eastward of Áiyina, page 97, the peninsula which forms the south-eastern side of the Piraiévs will appear as an island with white and reddish cliffs; there is a signal station with a flagstaff on a peak, 187 feet ( $57^m0$ ) high, near the southern end of this peninsula, and Áyios Vasilós church, page 105, stands  $2\frac{1}{2}$  cables south-eastward. The Acropolis and buildings of Athínai (Athens), about 4 miles north-eastward of the Piraiévs, should also be visible.

*Chart 894.*

Psittália (Psyttaleia), an island, 148 feet ( $45^m1$ ) high, lies on the north-western side of the south-western approach, with its north-eastern end about half a mile west-south-westward of Cape Kéramos; the latter cape is situated about 2 miles west-north-westward of Áyios Vasilós church. Psittália has a lighthouse and some white tombs, resembling beacons, on its north-eastern end. A monument with a mast, 13 feet ( $4^m0$ ) in height, stands on the summit of the island.

A submarine cable, indicated on the chart, is laid between Psittália and the mainland north-eastward.

*Chart 1520.*

On the north-eastern side of the western approach to the Piraiévs, there are two bights between Cape Kéramos and Cape Themistoklís (Themistocles), about half a mile south-eastward. There are several mooring buoys in Forón harbour (Port Phoron), the north-western of the two bights, and a stone tower, fitted with oil pumps, has been erected close off its south-eastern entrance point; there are also bollards on both sides of Forón harbour for the use of oil vessels.

**Light.**—A light (*Lat.*  $37^{\circ} 57' N.$ , *Long.*  $23^{\circ} 36' E.$ ) is exhibited, at an elevation of 152 feet ( $46^m3$ ), from a grey circular tower on a dwelling, 46 feet ( $14^m0$ ) in height, situated at the north-eastern end of Psittália. See view on chart 894.

**Prohibited areas.**—Navigation is prohibited in an area, indicated on the charts by a pecked line, which surrounds Psittália.

Anchorage is prohibited in an area, indicated on the charts by a pecked line, which lies between Psittália and the mainland north-eastward.

**Piraiévs.—Breakwaters.—Traffic signals.**—The Piraiévs is entered between two breakwaters. Vasilévs Yeóryios (Georgios) breakwater, the northern one, extends southward and south-eastward from a point on the coast about 3 cables eastward of Cape Themistoklís, and Themistoklís (Themistocles) breakwater, the southern one, extends westward and north-westward from a point on the coast about half

*Chart 1520.*

a mile south-south-eastward of the root of the northern breakwater. The heads of these breakwaters are about a cable apart.

The following signals are displayed from the head of Themistoklís breakwater, from a mast on the coast about 2 cables eastward, and from a signal tower at the north-eastern end of Léon harbour, close southward of the dry docks. One black ball indicates that the channel is free to in-coming vessels only. Two black balls, disposed vertically, indicate that the channel is free to out-going vessels only.

10 Vessels can communicate with the signal station near the dry docks by means of the Morse code.

Léon (Leontos) harbour lies at the south-western end of the Piraiévs. A breakwater, extending in a north-westerly and north-easterly direction from a point about 2 cables eastward of the head of Themistoklís breakwater, forms a basin, the southern and eastern sides of which are fronted by quays. At the north-eastern end of Léon harbour there are two dry docks, in the approach to which, in 1936, there were depths of from 26 to 29 feet (7<sup>m</sup>9 to 8<sup>m</sup>8). Some mooring buoys are moored a short distance south-westward of the entrance to these docks.

20 Mégas harbour, occupying the largest and central portion of the Piraiévs, is a landlocked basin surrounded by wharves and quays. Coal wharves, alongside which there is a depth of 32 feet (9<sup>m</sup>8) and on which there are a number of electric cranes, are situated on the north-western side of Mégas harbour. On the south-western side of the harbour is Alkímon quay, alongside which there is a depth of only one foot (0<sup>m</sup>3) in places; Alkímon mole projects north-eastward from this quay near its eastern end. Miaoulís quay, at the south-western end of which are the custom-house and harbour-master's and health offices, lies on the south-eastern side of the harbour; near the centre of this quay is Trouмба or Vasflissa Sofia (Troumpas or Roi Constantin) mole, projecting in a north-westerly direction, and at the north-eastern end of the quay, are the landing steps, situated under the clock tower (*Lat.* 37° 57' N., *Long.* 23° 38' E.).

Alón (Kophos) harbour, generally crowded with small craft, is 35 situated northward of Mégas harbour, separated from it by Tzelepi mole, which extends in a westerly direction from the north-eastern end of the latter; in 1929, wharves were under construction on the southern side of the harbour. A railway station and some landing steps are situated on the eastern side of the harbour.

40 The town of Piraiévs is situated around Mégas and Alón harbours. It is the centre of Greek commerce and the distributing centre for the whole of Greece. There is a Sailors' home in the town.

The population of Piraiévs was about 198,700, in 1928.

**Lights.—Light-buoys.**—Two lights, vertically disposed, are 45 exhibited, at an elevation of about 30 feet (9<sup>m</sup>1), from an iron column and hut, 25 feet (7<sup>m</sup>6) in height, near the head of Themistoklís breakwater.

Two lights, vertically disposed, are exhibited, at an elevation of 30 feet (9<sup>m</sup>1), from an iron column and hut, 25 feet (7<sup>m</sup>6) in height, 50 on the head of Vasilévs Yeóryios breakwater.

A light-buoy, painted black and exhibiting a *green flashing* light, is moored close off the southern entrance to Mégas harbour.

A red can light-buoy, exhibiting a *red flashing* light, is moored off the northern entrance point to Mégas harbour.

*Charts 894, 1513, 1657, 2836a, 2836b, 2158b, 449.*

*Chart 1520.*

Two lights, vertically disposed and 2 feet (0<sup>m</sup>6) apart, are exhibited from each of the following: the landing steps in Mégas harbour, the north-western extreme of Tzelepi mole, and from the landing steps on the eastern side of Alón harbour.

**Berthing accommodation.**—Vessels not proceeding alongside the wharves on the northern side of Mégas harbour, usually moor with their sterns secured to, and distant about 80 yards (73<sup>m</sup>2) from, the quays on the southern side of the harbour, with their bower anchors laid well ahead with about 35 fathoms (64<sup>m</sup>0) of cable out on each. 10

Men-of-war of deep draught should, if possible, communicate beforehand with the Captain of the Port as to the proposed date of the arrival of the vessel, when he will, if possible, clear a berth. The port is generally full of shipping.

Pilotage is compulsory for all foreign merchant vessels, also for 15 foreign men-of-war other than light craft.

**Time signal.**—A time signal is made from a mast on the southern entrance point of Mégas harbour (*Lat.* 37° 56' N., *Long.* 23° 38' E.).

**Supplies.**—Large quantities of coal are kept in stock, which could be supplied from lighters at rates of from 20 to 100 tons per hour, or 20 alongside at the rate of 120 tons per hour.

Large quantities of fuel-oil are kept in stock which can be supplied by pipe-line at a rate of about 100 tons per hour, or from a lighter, the capacity of which is 250 tons, at a rate of 50 tons per hour.

Fresh provisions are plentiful. 25

Water suitable for drinking and for boilers can be supplied in tank vessels. The local water is unfit for drinking.

**Port facilities.**—Large numbers of tugs and lighters are available.

Two 30-ton and one 12-ton floating cranes, also a 50-ton floating shears are available. 30

Repairs of all sorts can be executed. There is a slipway at the dock-yard near Vasilévs Yeóryios breakwater. Details of the larger of the two dry docks, page 108, are given on page 417.

An Envoy Extraordinary and Minister Plenipotentiary resides at Athínai. 35

**Consular officers.**—See page 22.

**Trade.**—The principal exports are marble, sponges, rosin, olives, oil, wines, tobacco, &c. The chief imports are coal, iron, wheat, flour, and general cargo.

**Communications.**—The Piraiévs is connected to the general 40 railway, telegraph and telephone systems.

There is regular steamer communication with the United Kingdom, Alexandria and Ístanbul.

There is a W/T station at Athínai. See page 23.

*Charts 894 and 1513.*

**NORTH-EASTERN PART OF SARONIC GULF.**—**General remarks.**—The Gulf of Eleúsis (Eleusis), called by the Greeks Kólpos Eleústinos, which is situated at the north-eastern end of the Saronic gulf is approached on either side of Salamis, an island, lying with Cape Kókhi (Konkhi), its southern extreme, about 9 miles south- 50 westward of Cape Kéramos, page 107. Both the eastern and north-western sides of Salamis are separated from the mainland by narrow, winding channels, that on the north-western side being barred by a

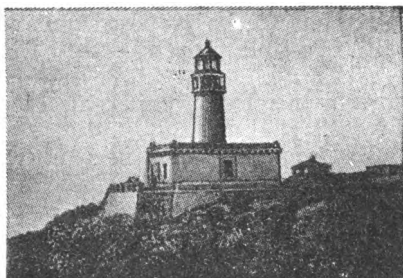
*Charts 1657, 2836a, 2836b, 2158b, 449.*



*Charts 894 and 1513.*

shoal, with depths of less than 3 fathoms (5<sup>m</sup>5) over it, which connects the north-western extreme of Salamís with the mainland north-westward.

- 5 Salamís island is hilly, and near the centre is Mount Mávro, 1,270 feet (387<sup>m</sup>1) high; its surface is rocky. The south-eastern side of the island, between Cape Kókhi and Cape Tropafa, about 5½ miles north-eastward, is indented; a peninsula, situated about 3½ miles north-eastward of Cape Kókhi, separates Peraní bay, on its south-western  
10 side, from Kakí Vígla (Kakavili) bay, on its north-eastern side.



Cape Kókhi lighthouse.

**Light.**—A light (*Lat.* 37° 52' N., *Long.* 23° 27' E.) is exhibited, at an elevation of 111 feet (33<sup>m</sup>8), from a circular masonry tower, 39 feet (11<sup>m</sup>9) in height, situated on Cape Kókhi. See view.

**Prohibited area.**—Navigation is prohibited in an area, indicated on the charts by a pecked line, off the peninsula separating Peraní and Kakí Vígla bays.

*Chart 894.*

- 25 **Keratsínion bay and approaches.**—**Dangers.**—Psittália, page 107, lies in the southern approach to Keratsínion bay (Salamis strait) which lies between Salamís and the mainland eastward.

- Atalándi islet lies about 3½ cables west-south-westward of the south-western extreme of Psittália, and, about three-quarters of a mile  
30 further in the same direction, is Skrófes (Khoirades Skrophes), an above-water rock. Atalándi islet is surrounded by a shallow bank, as much as three-quarters of a cable wide on its south-western side, and south-westward and southward of the islet there are sunken rocks lying close offshore. A bank, with depths of less than 5 fathoms (9<sup>m</sup>1) over  
35 it, extends west-south-westward of the islet for a distance of 4 cables. Skrófes is surrounded by a shallow bank, about half a cable wide, on which there are above-water and sunken rocks; a bank, with less than 5 fathoms (9<sup>m</sup>1) over it, extends eastward from the rock for about 2½ cables. The passage between Skrófes and Salamís is clear and deep,  
40 and may be used by steam vessels, and by sailing vessels, if there is a fair and steady breeze.

- The entrance channel of Kéramos leads into Keratsínion bay between the north-eastern end of Psittália and Cape Kéramos, page 107. The area around Psittália, in which navigation is prohibited, is mentioned  
45 on page 107.

- Cape Kinósoura (Kynosoura), the eastern extreme of Salamís, lies at the outer end of a tongue which projects from that island, and which, together with Psittália and the islets, rocks, and reefs south-westward of it, protects Keratsínion bay from southward. A rocky shoal, with  
50 a depth of 2½ fathoms (4<sup>m</sup>6) over it, extends for a short distance eastward of Cape Kinósoura.

Ambelákia (Ampelaki) bay is entered at the south-western end of Keratsínion bay between Poúnda (Pounta point), situated 1½ miles west-north-westward of Cape Kinósoura, and a point about 3 cables

*Charts 1513, 1657, 2836a, 2836b, 1800, 2158b, 449.*

*Chart 894.*

southward; Poúnda reef, with a depth of 3 fathoms (5<sup>m</sup>5) over it, lies 2½ cables eastward of Poúnda.

Áyios Yeóryios channel, page 112, is entered at the north-western end of Keratsínion bay between Poúnda and a point about three-quarters of a mile north-eastward; Péráma oil depôt, in which there is a conspicuous chimney, is situated near the middle of the northern shore of the bay; and Iraklís harbour, described below, lies in the north-eastern part of the bay. 5

The depths in Keratsínion bay decrease gradually towards the northern shore, but the southern shore is steep-to. 10

**Pilotage.**—Pilotage is compulsory in Keratsínion bay and also in the Gulf of Elefsís, page 114, and in the eastern and western approaches to the latter.

**Prohibited area.**—Navigation is prohibited in an area, indicated by pecked lines on the chart, on each side of the eastern approach to the Gulf of Elefsís. 15

**Anchorage.—Beacons.—Mooring buoys.**—There are convenient depths in which to anchor almost anywhere in Keratsínion bay, but if remaining any length of time, it will be necessary to moor, as during strong northerly or north-westerly winds very heavy squalls blow from the high land. 20

There is a line of bollards on both the northern and southern shores of Ambelákia bay for the convenience of vessels anchoring in that bay.

Two beacons, painted red and white, and each surmounted by an inverted triangle, are erected on the northern shore of Keratsínion bay to assist war vessels when anchoring; one of the beacons is 67 feet (20<sup>m</sup>4) high and the other, 45 feet (13<sup>m</sup>7) high, and they are erected about 9 cables northward and one mile north-north-westward, respectively, of Cape Kinósoura. Off the western beacon, moored parallel with the coast, is a line of mooring buoys. 25 30

Fresh water and supplies can be obtained, by boat, from Piraiévs.

The area in the south-eastern part of Keratsínion bay in which anchorage is prohibited is mentioned on page 107.

**Péráma oil depôt.—Mooring buoys.**—There is a pier at Péráma oil depôt on each side of which are mooring buoys. Two mooring buoys are also moored off a small pier, on which there is a 2-ton crane, situated about 1½ cables eastward of the oil depôt pier. 35

Vessels proceeding to Péráma oil depôt must employ pilots; they must be obtained from Piraiévs. 40

Landing at the oil depôt is not permitted.

*Chart 1520.*

**Iraklís harbour.**—The bay at the eastern end of the northern shore of Keratsínion bay is being converted into an artificial harbour, named Iraklís (Heracles) harbour. The northern of the two islets on the south-eastern side of the entrance to the harbour has been connected to the coast south-eastward by a breakwater which also extends a short distance north-westward of the islet, and works were in progress on the northern side of the harbour, in 1934. The ruins of a conspicuous building, painted white with a red roof, and surrounded by a wall, is situated on the summit of the north-western entrance point. 45 50

There are two mooring buoys in the south-eastern part of the harbour.

*Charts 1513, 1657, 2836a, 2836b, 1800, 2158b, 449.*

*Chart 1520.*

**Light-buoy.**—A light-buoy, exhibiting a *green flashing* light, is moored on the southern side of the entrance to Iraklís harbour near the breakwater head.

*Chart 894.*

**Áyios Yeóryios channel.**—**Buoyage.**—The entrance to this channel is described on page 111. Áyios Yeóryios (St. Georgios) island, on which is a quarantine station, lies on the south-western side of the channel about half a mile north-westward of Poúnda. The northern and eastern sides of Áyios Yeóryios island are bordered by a shallow bank about half a cable wide. A tower (*Lat. 37° 58' N., Long. 23° 33' E.*) is erected on a rock on the eastern side of the channel, about 7 cables northward of Poúnda; some sunken rocks lie a short distance westward of the tower and the latter is surrounded by a shoal, over which there are depths of less than 3 fathoms (5<sup>m</sup>5), the extent of which can best be seen on the chart.

Áyios Yeóryios channel, in the fairway of which there is a least depth of 4½ fathoms (8<sup>m</sup>2), is marked by four light-buoys, two on the eastern side of the channel, each exhibiting a *green flashing* light, and two on the western side, each exhibiting a *red flashing* light.

Pérama channel (Peramatos road), which is narrow and has some mooring buoys in it, lies between the shoal extending eastward from the above-mentioned tower and the shallow coastal bank, which extends for a short distance from the mainland.

A shoal, over which there is a least depth of 3½ fathoms (5<sup>m</sup>9), lies in the north-western approach to Áyios Yeóryios channel about a quarter of a mile northward of the north-eastern extreme of Áyios Yeóryios island; this shoal is marked on its north-eastern side by a buoy. A submarine cable, indicated on the chart, is laid northward of Áyios Yeóryios island, between Salamís and the mainland eastward.

A ferry boat, between Salamís and the mainland, crosses immediately northward of the northern entrance of Áyios Yeóryios channel. The village of Pérama is situated on the mainland near the ferry landing, about three-quarters of a mile north-north-eastward of Poúnda.

**Dockyard.**—**Lights.**—A government dockyard is situated on the eastern side of Salamís island. At its southern end a pier projects east-north-eastward from a point on the coast about 3 cables north-north-westward of the north-western extreme of Áyios Yeóryios island. Off the northern part of the dockyard, about half a mile northward of the southern pier, another pier projects in a south-south-easterly direction. Within this pier, there is a floating dock, particulars of which are given on page 417. A second floating dock, with a lifting capacity of 3,000 tons, lies a short distance northward of the northern pier and close offshore.

Between the southern end of the dockyard and Cape Arápis, about a mile north-north-eastward, several mooring buoys are moored offshore, the positions of which can best be seen on the chart.

A light (*Lat. 37° 58' N., Long. 23° 32' E.*) is exhibited, at an elevation of 19 feet (5<sup>m</sup>8), from an iron column, 10 feet (3<sup>m</sup>0) in height, situated on the head of the southern pier.

A light is exhibited, at an elevation of 20 feet (6<sup>m</sup>1), from an iron column, 13 feet (4<sup>m</sup>0) in height, on the head of the northern pier.

**Skaramangá bay.**—**Buoys.**—This bay lies on the eastern side

*Charts 1513, 1657, 2836a, 2836b, 1800, 2158b, 449.*

*Chart 894.*

of the northern approach to Áyios Yeóryios channel and is entered between Cape Filatouri (Phylatoure), situated about three-quarters of a mile east-south-eastward of Cape Arápis, and Cape Moláki, about 1½ miles north-eastward. Arpidhóni (Arpedone), an islet, lies about 6 cables north-eastward of Cape Filatouri, and is connected to the coast by a shallow bank. A black and white buoy marks the western extreme of a shoal extending a short distance westward of the western end of Arpidhóni.

The Farmakousai (Pharmakousai) islands, consisting of Mikrá Kirá, 10 the eastern island, and Megáli Kirá, the western, lie on a shallow bank which lies from one to 6 cables westward of Cape Moláki.

Three piers extend from the eastern shore of Skaramangá bay off which there are several mooring buoys, and a buoy, for the use of vessels adjusting compasses, is moored about 3 cables southward 15 of the western extreme of Megáli Kirá.

The Gulf of Elevisis, page 114, is entered from south-eastward between the western extreme of Megáli Kirá and the north-eastern extreme of Léros, an island, about 7 cables west-south-westward. Léros is connected to the coast of Salamís about 3 cables north-westward of Cape Arápis by a narrow shallow bank; there are several 20 mooring buoys between this island and the coast of Salamís.

**Measured distance.—Beacons.**—A measured distance, indicated on the chart, off Skaramangá bay, is marked, at its northern end, by two beacons on Megáli Kirá, and at its southern end, by three 25 beacons on Cape Filatouri. The course is marked by a beacon on the eastern end of Áyios Yeóryios island and a windmill situated on a hill about half a mile westward of Pounda.

*Chart 1513.*

**South-western side of Salamís.**—On the south-western side of 30 Salamís island, Kanáki, an island, lies in the approach to a bay of the same name, about 3 miles north-westward of Cape Kókhí, page 109; an islet lies close westward of Kanáki.

**Salamís bay.—Danger.**—Salamís bay lies on the western side of Salamís island and is entered between Cape Petrítis, situated about 35 1½ miles northward of Kanáki, and a point about 1½ miles north-north-eastward. The village of Salamís is on the northern side, near the head of the bay. The village of Mouílki (Mulké) lies near the south-eastern end of the bay, a short distance inland. The north-eastern end of the bay is shallow, and a 5-fathom (9<sup>m</sup>1) patch 40 lies about a mile northward of Mouílki and about 4 cables off the south-eastern shore.

A bank, over which there is a least depth of 3½ fathoms (6<sup>m</sup>9), rock, lies in the middle of the entrance to Salamís bay.

Anchorage may be obtained south-westward of Salamís village, 45 in a depth of 8 fathoms (14<sup>m</sup>6), or further offshore as convenient.

**South-western approach to the Gulf of Elevisis.**—Revithóusa (Revythousa), an island, 154 feet (46<sup>m</sup>9) high, lies about half a mile westward of the northern entrance point of Salamís bay, and Makró, an island, 134 feet (40<sup>m</sup>8) high, lies about half a mile north-eastward 50 of Revithóusa; a shoal, with a depth of 3½ fathoms (5<sup>m</sup>9) over it, lies about 1½ cables westward of the north-western end of Revithóusa. These islands lie close southward of a promontory which projects eastward from the mainland and of which Cape Toskhos (*Lat.* 37° 58' N.,

*Charts 1513, 1657, 2836a, 2836b, 1800, 2158b, 449.*

*Chart 1513.*

*Long. 23° 25' E.*) is the eastern extreme; the islands are situated in the approach to the narrow, shallow channel, mentioned on page 109, which, at its northern end, leads into the Gulf of Eleusis.

- 5 **Gulf of Eleusis.—Dangers.—Buoy.**—This landlocked gulf is formed by the northern side of Salamis island and the mainland; the bottom is remarkably level. The shore is bordered generally by a narrow bank, and a spit, with a depth of  $1\frac{1}{2}$  fathoms ( $2^m7$ ) at its outer end, extends for 2 cables north-westward from the northern extreme of
- 10 Salamis island; about  $1\frac{1}{2}$  cables westward of the outer end of the spit is a  $1\frac{1}{2}$  fathom ( $2^m3$ ) patch, which is marked by a white can buoy on its western side. A  $4\frac{1}{2}$ -fathom ( $8^m2$ ) shoal lies about  $1\frac{1}{2}$  miles south-westward of the northern extreme of Salamis island, nearly in the middle of the entrance to Vasiliká bay, which lies on the south-eastern
- 15 side of the western end of the Gulf of Eleusis.

A torpedo range, marked by buoys and indicated on the chart by a pecked line, extends down the centre of the gulf in an easterly and westerly direction. The gulf is a submarine exercise area, *see* page 20.

- 20 The town of Eleusis (Eleusis), situated on the northern shore of the gulf, is connected with the general railway and telegraph systems. The best landing place is just eastward of the pier.

**Pilotage.**—*See* page 111.

- North-western shore of Saronic gulf.—Coast.**—The coast
- 25 between Cape Tófkhos, page 113, and Cape Áyioi Theódhoroi (Theodoro point), about 14 miles west-south-westward, forms the northern shore of an area known as the Gulf of Mégara. Áyios Yeóryios hill, 298 feet ( $90^m8$ ) high, on which there was, in 1916, a conspicuous red and white house, stands about  $2\frac{3}{4}$  miles westward of Cape Tófkhos, and
- 30 a short distance inland. On the coast, southward of Áyios Yeóryios hill, there is a projection with a quay, alongside which small craft can lie.

- Pákhi and Pakháki, two islets, lie off this part of the coast at distances of about one and 4 cables, respectively, south-south-east-
- 35 ward of the above-mentioned projection. There is a detached patch, with a depth of  $3\frac{1}{2}$  fathoms ( $6^m9$ ) over it, midway between the two islets, and, in the fairway of the channel between Pakháki and the coast, there is a depth of over 29 feet ( $8^m8$ ).

- Anchorage may be obtained north-eastward of Pákhi, but the
- 40 depths are considerable.

- The town of Mégara, which is connected to the railway system, is situated on a hill about  $1\frac{1}{2}$  miles north-westward of Áyios Yeóryios hill. Skironídhēs Pétrēs (Skironian rocks), consisting of above-water and sunken rocks, extend 2 cables offshore, about a mile southward
- 45 of Mégara.

There is a submarine exercise area in the Gulf of Mégara, which is indicated on the chart by pecked lines. *See* page 20.

- Between Cape Áyioi Theódhoroi and Cape Sósáki (Susaki) (*Lat. 37° 55' N., Long. 23° 03' E.*), about 4 miles westward, and for a distance of about  $1\frac{1}{2}$  miles further westward, the coast is bold, being the base of the Yerania (Geranea) mountains, the summit of which is 4,433 feet ( $1,351^m2$ ) high, and stands about 6 miles northward of Cape Áyioi Theódhoroi.

**Prohibited anchorage.**—Anchorage is prohibited, due to the

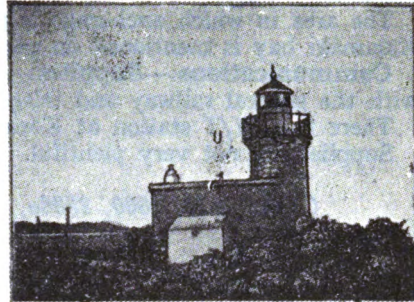
*Charts 1657, 1600, 2836a, 2836b, 1800, 2158b, 449.*

*Chart 1513.*

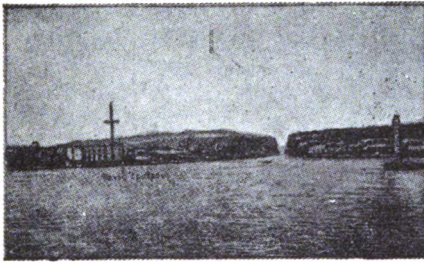
presence of submarine cables, in an area, indicated on the chart by pecked lines, off the part of the coast described above.

**Light.**—A light is exhibited, at an elevation of 30 feet (9<sup>m</sup>1), from a circular masonry tower on a dwelling, 25 feet (7<sup>m</sup>6) in height, on Cape Sousáki. See view.

**Kalamáki bay.**—Kalamáki bay, situated at the north-western end of the Saronic gulf and on the south-eastern side of the Isthmus of Kórinthos (Corinth), is entered between Cape Sousáki and Cape Sofía, about 2 miles west-south-westward. The entrance to the Kórinthos canal (*see view*), which connects the Saronic gulf with the Gulf of Kórinthos (Corinth), is at the



*Cape Sousáki lighthouse.*



*South-eastern entrance to Kórinthos canal.  
(Original dated 1914.)*

southern end of the head of the bay. In approaching the bay, the Akrokórinthos (Acro-Corinthus) (chart 1600), a bold, magnificent object, 1,880 feet (573<sup>m</sup>0) high, about 7 miles westward of Cape Sofía, will be seen rising from the comparatively low land which separates the two gulfs.

Kalamáki bay affords accommodation for vessels of all sizes, in depths of from 6 to

19 fathoms (11<sup>m</sup>0 to 34<sup>m</sup>7), sand or mud.

*Chart 1600, plan of Kalamaki bay.*

The village of Kalamáki, where there is a pier, lies on the northern side of the head of the bay. The town of Isthmía is situated on the north-eastern side of the entrance to the Kórinthos canal, communication with the opposite bank being maintained by ferry; it is the principal station of the canal.

The Kórinthos canal is described in Mediterranean Pilot, Volume III.

**Lights.**—A light (*Lat. 37° 55' N., Long. 23° 00' E.*) is exhibited, at an elevation of 16 feet (4<sup>m</sup>9), from an iron column on the head of the breakwater on the north-eastern side of the south-eastern entrance of the Kórinthos canal.

A light is exhibited, at an elevation of 16 feet (4<sup>m</sup>9), from an iron column on the western side of the same entrance.

**Anchorage.**—The anchorage in Kalamáki bay is open south-eastward, but not exposed to much sea, though subject to very heavy squalls from the high land around it, especially from northward.

The usual anchorage is in a depth of 16 or 17 fathoms (29<sup>m</sup>3 or 31<sup>m</sup>1), sand, with the village of Kalamáki bearing about 006°, distant half a mile, and the northern extreme of Akrokórinthos bearing 261°. Vessels may also anchor in a depth of from 10 to 12 fathoms (18<sup>m</sup>3 to

*Chart 1600, plan of Kalamaki bay.*

21<sup>m</sup>9), a quarter of a mile north-north-westward of this position, and small vessels in a depth of 6 fathoms (11<sup>m</sup>0), mud, off the pier at Kalamáki village.

- 5 The area in which anchorage is prohibited in the eastern part of Kalamáki bay is mentioned on page 114.

**Communications.—Supplies.**—Kalamáki village is connected with the general railway and telegraph systems.

There is a W/T station at Kórinthos, *see* page 23.

- 10 Supplies are not very plentiful.

*Charts 1513, 1600, 2836a, 2836b, 1800, 2158b, 449.*







Anánes islets bearing  $100^{\circ}$ , 7 miles.

*(Original dated 1877.)*

## CHAPTER V

THE KIKLÁDHES, KÉOS AND KAFIRÉVS STRAITS, THE  
ISLAND OF ÉVVOIA, AND THE CHANNELS BETWEEN THE  
WESTERN SIDE OF ÉVVOIA AND THE MAINLAND.

*Chart 2836a.*

**THE KIKLÁDHES.**—General remarks.—The Kikládhes (Cyclades) are so named from their surrounding the island of Dhllos, the birthplace of Artemis (Diana) and Apollo; they belong to Greece. The principal islands, commencing with the south-westernmost, are 5  
Mílos (Melos), situated about 55 miles east-north-eastward of Cape Maléa, page 56, Sífnos, Sérifos, Kíthnos, Kéos, Síros, Yioúra, Ándros, Tínos, Míkonos, Páros, Andíparos, Náxos, Amorgós, Íos, Folégandros, Síkinos, Thíra, and Anáfi. The western islands of the Kikládhes, namely, Mílos, Sífnos, Sérifos, Kíthnos and Kéos, lie on the eastern 10 side of the southern approach to the Saronic gulf.

The population of the Kikládhes, in 1935, was 129,702.

Falkonéra (*Lat.* 36° 50' N., *Long.* 23° 54' E.) and Karávi islets, which lie west-north-westward of Mílos, are described on page 77.

**Anánes islets.**—Light.—These islets are situated about 10 miles 15 south-westward of the south-western extreme of Mílos; they consist of a group of rocky islets, the highest of which, named Anánes, is sharp, pointed, and 151 feet (46<sup>m</sup>0) high; when bearing 102°, distant 7 miles, they appear as seven islets. Vessels are recommended not to approach these islets too closely. See view facing this page. 20

A light is exhibited on Anánes.

*Chart 2051, plan of Melos, Kimolos and adjacent islands.*

**MÍLOS GROUP.**—Mílos.—This island, which is the largest of a group of islands and several islets and rocks, is of volcanic formation and mountainous. Mount Ilías (Elias), the summit, 2,464 feet 25 (751<sup>m</sup>0) high, is situated near the south-western end of the island. Although the surface of the island is generally rugged and mountainous, with a naked and sterile appearance, the valleys and low ground are fertile.

Volcanic agency is still active, as shown by its hot springs and mines 30 of sulphur and alum; the hottest of these springs is situated on the beach at the head of Mílos bay, the ground around being impregnated with sulphur. In the side of a little rocky height above is another spring in a natural cave known as the Bath, which is frequented by

*Chart 2051, plan of Melos, Kimolos and adjacent islands.*

persons afflicted with scrophulous diseases. Southward of the height, the land is low and marshy, with salt pans.

**Caution.**—Navigation is controlled in an area round Mílos, extending to a distance of about a mile offshore, including the islets lying close off it; this area includes Mílos bay. *See* page 21.

**Coast of Mílos.**—Paximádhi (Paximadion), an islet, lies about three-quarters of a mile south-south-westward of Cape Psális, the south-western extreme of Mílos; it is surrounded by above-water and sunken rocks and should be given a wide berth. Sunken rocks extend for a short distance off Cape Psális, but the channel between them and those extending northward of Paximádhi is clear of danger in the middle.

Cape Zéfiros (Zephyros), lying about 7 miles eastward of Cape Psális, has a bank, over which there are depths of from 4 to 5 fathoms (7<sup>m</sup>3 to 9<sup>m</sup>1), extending southward of it for a distance of about 4 cables; Zéfiros reef, over which there is a depth of less than 6 feet (1<sup>m</sup>8), and which is steep-to on its southern side, lies at the southern end of this bank. The south-eastern extreme of Polfaigos in line with Cape Stfli, bearing 054°, leads well south-eastward of Zéfiros reef. Cape Stfli, the south-eastern extreme of Mílos, is situated about 2½ miles east-north-eastward of Cape Zéfiros, and is the termination of a tongue, close off which is a large above-water rock; depths of from 4 to 6 fathoms (7<sup>m</sup>3 to 11<sup>m</sup>0) extend southward of Cape Stfli for a distance of about 1½ cables. A rocky shoal, with a depth of 2 fathoms (3<sup>m</sup>7) over it, lies about half a mile south-eastward of Cape Stfli. Khténia (Ktenia) rocks, situated about 3½ miles south-eastward of Cape Stfli, are two isolated above-water rocks, close together and steep-to. Caution is necessary when in their vicinity at night.

Voudhiá bay, in which there is a small wharf with some mooring buoys off it, is situated at the northern end of the eastern coast of Mílos, from 4 to 5 miles northward of Cape Stfli (*Lat.* 36° 40' N., *Long.* 24° 31' E.).

On the north-western side of Mílos, between Cape Váni, a high hill of craggy rocks, situated about 6½ miles northward of Cape Psális, and Cape Lakídha, about 3 miles east-north-eastward, there is an inlet, at the head of which is Mílos bay, page 119. When approaching this inlet, Mílos, on some bearings from a distance, has the appearance of two peaked hills. Andímilos, page 120, being high, conspicuous, and rounded in form, is an excellent distant mark from northward. Monópodhro, a remarkably bold rock, 15 feet (4<sup>m</sup>6) high, lies half a mile southward of Cape Lakídha and about 2 cables offshore.

Akrádhia (Akrathi) islets, two in number, rocky, and nearly united, lie about 6 cables north-westward of Cape Lakídha, separated from the latter by a deep passage.

Between Cape Spilás, situated about three-quarters of a mile eastward of Cape Lakídha, and a point about 4 miles eastward there is a bight in the northern coast of Mílos; Kounfidhi (Kunidi) rocks lie close off the latter point. Kará, an islet, lies about a mile south-eastward of Cape Spilás and 3 cables offshore, and Kalóyerói (Kaloieri) rocks lie from about 1½ to 2½ miles eastward of Kará and about half a mile offshore.

Polónia strait, page 121, separates the north-eastern end of Mílos from the island of Kímolos.

*Chart 2051, plan of Melos, Kimolos and adjacent islands.*

**Lights.**—A light (*Lat.* 36° 38' N., *Long.* 24° 19' E.) is exhibited, at an elevation of 85 feet (25<sup>m</sup>9), from a white iron tower with a masonry base, 10 feet (3<sup>m</sup>0) in height, on the summit of Paximádhī.

A light is exhibited, at an elevation of 253 feet (77<sup>m</sup>1), from a square tower and dwelling, 23 feet (7<sup>m</sup>0) in height, on the north-western side of the western Akrádhia islet. 5

**Milos bay.—Beacon.**—This bay is entered between Cape Kalamária, situated about 2 miles south-eastward of Cape Váni, and Cape Fourkovoúni (Phurkovuni), about a mile north-north-eastward. 10 The shores are generally high and bold, and the water deep throughout at a prudent distance offshore. The bay affords accommodation for a large number of vessels.

The town of Pláka (Kastro), stands on a rocky elevation on the north-eastern side, about a mile east-south-eastward of the northern 15 entrance point, and is the seat of the local government; combined with the village of Tripiti, situated close south-eastward, it contains most of the inhabitants of the island.

*Chart 2051, plan of Port Melos.*

Cape Bombárdha, a bluff, light-coloured headland, lies on the north-eastern side of the bay, about 2½ miles south-eastward of Cape Fourkovoúni. Adhámās (Adamas), the port of Pláka, lies about half a mile north-eastward of Cape Bombárdha (*Lat.* 36° 43' N., *Long.* 24° 26' E.). The landing place consists of a stone pier, and there is also a wooden pier suitable for boats, westward of the village. There are 25 a number of caves in the low cliffs under the village, some of which are used as boathouses. The church in the village is very conspicuous, and two windmills, close together, about 4 cables east-north-eastward of the church are also conspicuous. A conspicuous column stands close southward of the church. 30

A white pyramidal monument, in memory of those who fell in the Crimean war, is situated 2 cables north-eastward of Cape Bombárdha lighthouse.

A conspicuous white house stands on the coast about a mile south-eastward of Adhámās, near which there is a stone pier; at the outer 35 end of the pier there are depths of from 10 to 12 feet (3<sup>m</sup>0 to 3<sup>m</sup>7).

Khoáni is a hill on the south-eastern side of the bay, about 2 miles south-eastward of Cape Bombárdha; it is of reddish appearance, conical in shape, with a red scar on its western slope, and is easily 40 identified. There is a small wharf about 1½ cables north-westward of the hill.

**Light.**—A light is exhibited, at an elevation of 134 feet (40<sup>m</sup>8), from an iron column with a masonry base, 20 feet (6<sup>m</sup>1) in height, on Cape Bombárdha. This light-structure is not conspicuous.

**Anchorage.**—Vessels may anchor in any convenient berth in depths 45 of from 10 to 25 fathoms (18<sup>m</sup>3 to 45<sup>m</sup>7), mud, the farther out the better the holding ground, and a sailing vessel will more readily get to sea in the event of a southerly wind.

A fair berth for a large vessel is with the bluff of Capes Bombárdha and Kalamária in line with the summit of Andírmilos, bearing 296°, 50 and the village of Adhámās bearing 338°. The depths decrease rapidly, and if the anchor is in a depth of 20 fathoms (36<sup>m</sup>6), the vessel's stern when swung inshore with a good scope of cable out, will be in about 12 fathoms (21<sup>m</sup>4); the holding ground is good. In the summer

*Chart 2051, plan of Port Melos.*

months the northerly wind raises sufficient sea by day to make boat work unpleasant.

**Communications.**—The island of Mílos is connected to the general 5 telegraph system.

There is regular steamer communication with Síros, and thence with the mainland of Greece.

*Chart 2051, plan of Melos, Kímolos and adjacent islands.*

**Andímilos.**—Andímilos (Antimilo), is 2,250 feet (685<sup>m</sup>8) high, 10 rugged, and steep to outside a distance of 2 cables offshore; it lies with its southern extreme (*Lat.* 36° 46' N., *Long.* 24° 14' E.), about 5½ miles west-north-westward of Cape Váni. The island is uninhabited.

From northward, Andímilos is easily distinguished at a great 15 distance by its rounded form, and appears considerably higher than Mílos. The channel between it and the latter island is deep and clear, but sailing vessels should avoid the calms and sudden gusts of wind by not passing too close to the shore on either side.

**Caution.**—Navigation is controlled in an area round Andímilos 20 extending to a distance of about a mile offshore, *see* page 21.

**Kímolos.**—**Light.**—This island is 1,305 feet (397<sup>m</sup>8) high, with irregular and generally rocky shores; Kímolos, the only town, is situated on its south-eastern side. The ancient town was on the south-western coast, where Áyios Andréas islet, situated 1½ miles 25 north-north-westward of the southern extreme of Kímolos, now about a cable from the shore, was formerly united to the coast, and formed a small harbour; the islet still has remains of houses on it.

A light is exhibited, at an elevation of 34 feet (10<sup>m</sup>4), from an iron column on a hut, 19 feet (5<sup>m</sup>8) in height, on the northern side of 30 Sémina cove, in the centre of the eastern side of Kímolos, and 3¼ miles north-eastward of the southern extreme of that island.

**Políaiagos.**—**Light.**—Políaiagos (Polyaigos), an island, lies south-eastward of Kímolos, separated by Piryí (Pyrgui) strait, page 121. Políaiagos is 1,170 feet (356<sup>m</sup>6) high and very sterile, the coast is 35 generally bold and irregular, forming several coves with rocks, both above-water and sunken, lying close offshore in places.

Cape Máskoula, with an islet close north-eastward of it, is a slight projection on the north-eastern side of Políaiagos.

A light is exhibited, at an elevation of 453 feet (138<sup>m</sup>1), from a 40 circular tower on a dwelling, 28 feet (8<sup>m</sup>5) in height, situated near Cape Máskoula.

*Chart 2051, plan of Kímolos straits.*

**Kímolos straits.**—**Islets and dangers.**—Kímolos straits consist of Polónia strait, between Mílos and Kímolos, and Piryí strait, between 45 Kímolos and Políaiagos.

Áyios Yeóryios, a narrow islet, with the Kasséles islets lying close off its south-western end, lies in the southern approach to both the above-mentioned channels, and nearly equidistant from Mílos, Kímolos, and Políaiagos. The northern end of a shoal, with depths of 50 6 fathoms (11<sup>m</sup>0) and less over it, lying parallel with Áyios Yeóryios, is situated about 3 cables west-south-westward of the northern end of the islet; a rock, above water, lies near the northern end of this shoal, and there is an 8-foot (2<sup>m</sup>4) patch about 1½ cables south-westward of the rock.

*Chart 2051, plan of Kimolos straits.*

The light on Áyios Evstáthios is obscured over Áyios Yeóryios islet and the shoal westward of it.

Polónia strait is entered from south-eastward between Pílo (Peloneni), an islet lying close off a point on Mílos (*Lat. 36° 45' N., Long. 24° 32' E.*), about  $1\frac{1}{4}$  miles westward of Áyios Yeóryios islet, and the south-eastern extreme of Kímolos, about  $1\frac{1}{4}$  miles north-eastward. Between Pílo and Cape Pelekoúdhā, forming the north-western entrance point, about a mile north-westward, the south-western side of the strait is bordered by a bank, with depths of less than 6 fathoms (11<sup>m</sup>0) 10 over it, about a quarter of a mile wide in places. The northern side of the strait, between a point about 6 cables north-eastward of Cape Pelekoúdhā, on which is the chapel of Áyios Dhimítrios (St. Demetrios), and a point about  $1\frac{1}{4}$  miles eastward, is fringed by a rocky bank, over which there are depths of less than 6 fathoms (11<sup>m</sup>0) and on 15 which the sea sometimes breaks. This bank extends about half a mile southward of the chapel, and on this extension is Polónia reef, with a depth of 26 feet (7<sup>m</sup>9) over it; Pírgos (Pergonesi), an islet, also lies on this bank, about  $1\frac{1}{4}$  miles eastward of Áyios Dhimítrios chapel, and rocks with less than 6 feet (1<sup>m</sup>8) over them, lie  $1\frac{1}{4}$  miles 20 further eastward. The channel between the outer edges of the banks extending from both sides of the strait is about a cable wide and in the fairway there is a depth of not less than 39 feet (11<sup>m</sup>9).

Áyios Evstáthios, an islet, lies on the western side of the southern entrance to Píryi strait about 7 cables northward of Áyios Yeóryios 25 islet. Píta (Peta), an islet, lies close south-westward of the western end of Áyios Evstáthios and near the edge of a narrow, shallow bank which surrounds the latter; there is also an above-water rock close off the south-western side of Áyios Evstáthios and another close off its eastern side. There is a narrow passage, in the fairway of which 30 there are depths of 6 fathoms (11<sup>m</sup>0), between Áyios Evstáthios and the coastal bank, with depths of less than 5 fathoms (9<sup>m</sup>1) over it, which extends from the south-eastern side of Kímolos for about a cable.

Píryi strait is entered from southward between the south-eastern 35 extreme of Kímolos and Poúnda, a cape on Políaigos, about 2 miles east-south-eastward. Manólīs (Manolonesi), an islet, lies close north-westward of Poúnda, and Cape Kalamítsi, the western extreme of Políaigos, about a mile north-north-westward of the same point. Between the south-western entrance point and a point about 40  $1\frac{1}{4}$  miles north-north-eastward, the western side of the strait is bordered by a bank, with depths of less than 5 fathoms (9<sup>m</sup>1) over it; Klíma, an islet, and some above-water rocks, lie near the outer edge of this bank from one to  $2\frac{1}{4}$  cables eastward of the last-mentioned point, and Révmato, a small group of islets, lie on the same bank close off 45 a point about half a mile southward.

The main channel, between Áyios Evstáthios and Kímolos, on the western side, and Políaigos, on the eastern side, is clear and deep.

**Light.**—A light (*Lat. 36° 46' N., Long. 24° 35' E.*) is exhibited, at an elevation of 85 feet (25<sup>m</sup>9), from a square stone tower on a 50 dwelling, 23 feet (7<sup>m</sup>0) in height, situated on the northern end of Áyios Evstáthios.

**Anchorage.**—In case of necessity during northerly winds a vessel might find temporary anchorage in Polónia strait, southward of

*Chart 2051, plan of Kímolos straits.*

Kímolos island, and with westerly winds, on the western side of Píryí strait, southward of the Révmato islets.

*Chart 1817, plan of Siphano.*

- 5 **SÍFNOS.**—**Dangers.**—Sífnos (Siphano), an island, lies north-eastward of the Mílos group, the passage between Cape Kondós (*Lat.* 36° 54' N., *Long.* 24° 42' E.), the southern extreme of Sífnos, and the island of Kímolos being 6½ miles wide, and, with the exception of the 4½-fathom (8<sup>m</sup>7) patch, close southward of Kitriani íslet, deep  
10 and clear. A range of mountains extends throughout the island, Mount Áyios Ilías (St. Elias), 2,280 feet (694<sup>m</sup>9) high, near the centre, being distinguished by a chapel on its summit. Sífnos is famous for the salubrity of its climate and the fertility of its soil.

- A number of villages stand on a plateau, 890 feet (271<sup>m</sup>3) high,  
15 on the eastern side of the island and present a most imposing appearance from seaward; the land around them is cultivated. Apollonía, the northernmost village, is the capital of the island.

- Kitriani, an íslet, 338 feet (103<sup>m</sup>0) high, is separated from the southern end of Sífnos by a channel about 2 cables wide, with deep  
20 water in mid-channel. A shoal, on which there is a rock with less than 6 feet (1<sup>m</sup>8) over it, extends for nearly half a cable from a point situated about 1½ cables east-south-eastward of Cape Karávi, the south-western extreme of Kitriani.

- A rocky patch with two heads, over each of which there is a depth  
25 of 4½ fathoms (8<sup>m</sup>7), lies about 4½ cables south-eastward of the south-western extreme of Kitriani. Another rocky patch, with a depth of 5½ fathoms (9<sup>m</sup>6) over it, lies about 4 cables southward of the north-eastern extreme of the íslet and about 1½ cables offshore.

- On the south-western side of Sífnos, Kondós roadstead is situated  
30 close north-westward of Cape Kondós, and Vathí bay, at the head of which is a shallow bank, about a cable wide, is situated about 1½ miles further north-westward.

- Cape Kokkála, the northern entrance point of Kamáres bay, which is open westward, is situated about 3 miles south-south-eastward of  
35 Cape Filíppos (Philippo), the north-western extreme of the island. The village of Áyios Yeóryios, where there is a small pier, lies near the southern end of the head of Kamáres bay; a mooring buoy is moored about a cable westward of the pierhead. A detached shoal, with a depth of 5 feet (1<sup>m</sup>5) over it, lies on the coastal bank at the  
40 head of the bay, about 2 cables northward of the pierhead and half a cable offshore.

- There are several other bays between Cape Kokkála and Cape Filíppos; at the head of Áyios Yeóryios (Georgio) bay, close southward of the latter cape, there is a village.

- 45 A rock, 3 feet (0<sup>m</sup>9) high, lies about 4 cables north-westward of Cape Filíppos.

- On the eastern side of Sífnos, Cape Eftamártiros (Kastro) lies about 7 miles south-eastward of Cape Filíppos. Kástro bay, which is shallow, is entered between a point about a cable southward of  
50 Cape Eftamártiros and Cape Míti, about a cable south-eastward. A detached 2½-fathom (4<sup>m</sup>1) patch lies a short distance southward of the northern entrance point; a mooring buoy is moored close eastward of the latter point. The village of Kástro, in which are the



*Chart 1817, plan of Siphano.*

ruins of a castle, lies a short distance westward of Cape Eftamártiros.

On the south-eastern side of Sífnos, Fáros bay (Port Pharos), is entered about a mile south-westward of Cape Nápos (*Lat. 36° 57' N., Long. 24° 46' E.*), the eastern extreme of the island. Sunken rocks 5 lie close off both the entrance points of this port, and some above-water rocks lie close northward of the south-western entrance point.

Platíyalos (Platíalos) bay is entered between Cape Amóni, about 2 miles south-westward of Cape Nápos, and Cape Sarlí, about 6 cables further south-westward. A detached shoal, with a depth of  $3\frac{1}{4}$  fathoms 10 (6<sup>m</sup>9) over it, lies about half a cable southward of Cape Amóni.

**Lights.**—A light is exhibited, at an elevation of 160 feet (48<sup>m</sup>8), from a masonry column on a dwelling, 16 feet (4<sup>m</sup>9) in height, situated on the southern side of Kamáres bay. See view.

A light is exhibited occasionally from the pier in Kamáres bay.

**Anchorage.**—There are no good ports in Sífnos, but anchorage may be obtained by small vessels, with local knowledge, between Kitriani and the south-eastern side of Sífnos, in a depth of 15 fathoms (27<sup>m</sup>4), but the holding ground is indifferent; and at Fáros bay, where the holding ground is better. Vessels may anchor in Platíyalos bay with a northerly wind, if not blowing too hard, but the squalls off the high land are so heavy as to render it 30 impossible for a sailing vessel to contend against them.

Small vessels, with local knowledge, anchor close under Cape Eftamártiros.

Vathí bay is only suitable for boats, as the holding ground is bad except close offshore. 35

Small vessels, with local knowledge, can anchor in Áyios Yeóryios bay, in a depth of 12 fathoms (21<sup>m</sup>9), with their sterns secured to the rocks at the foot of the village; there is a depth of 5 fathoms (9<sup>m</sup>1) at a distance of 30 feet (9<sup>m</sup>1) off these rocks.

**Communications.**—There is steamer communication with Síros 40 and the Piraiévs.

Áyios Ioánnis, a village close southward of Apollonía, is connected with the general telegraph system. Submarine cables are landed in Áyios Yeóryios bay, and just southward of Cape Eftamártiros.

*Charts 2682 and 2836a.*

**Sífnos strait.**—This is the passage between Sífnos and Sérifos, 6 $\frac{1}{2}$  miles north-westward, which, with the exception of the rock, 3 feet (0<sup>m</sup>9) high, off Cape Fílippos, is clear of danger.

*Chart 1817, plan of Serpho.*

**SÉRIFOS.**—**Danger.**—Sérifos (Serpho), an island, is 1,919 feet 50 (584<sup>m</sup>9) high and generally sterile. Sérifos, the largest village in the island, stands on a curious conical hill, about three-quarters of a mile from the head of Livádhí bay.



*Kamáres bay lighthouse.*



*Chart 1817, plan of Serpho.*

Cape Kíklups (Cyclops) (*Lat. 37° 07' N., Long. 24° 25' E.*) is the south-western extreme of the island; Méga Livádhi, a large village, lies at the head of an inlet, about  $1\frac{1}{4}$  miles northward of Cape Kíklups.

- 5 The hills above the village are covered with mining works, and there is also a conspicuous white church. Two loading jetties are situated on the southern side of this inlet, and another on the northern side of the cove, about half a mile northward of the inlet. Large steamers can load iron ore alongside the jetties at the rate of 1,200 tons a day.  
 10 This is the chief mining port of the island and there are several buildings, including a hospital for workmen.

Pilotage is compulsory for all foreign merchant vessels and also for foreign men-of-war other than light craft.

- Koutalá (Kutala) bay, is entered on the southern side of Sérifos,  
 15 between Cape Áspros (Steli), situated about  $1\frac{1}{4}$  miles east-north-eastward of Cape Kíklups, and Cape Khálara, about 4 cables eastward. A village lies on the north-western side of the head of the bay; southward of the village, and on the western side of the bay, there is a loading pier with two mooring buoys off it. Another pier extends  
 20 for a short distance from the southern side of the bay, about three-quarters of a cable eastward of Cape Khálara. The arrangements for loading are similar to those at Méga Livádhi.

- Mikró, an islet, lies close off a point situated about  $3\frac{1}{4}$  miles eastward of Cape Kíklups. A rock, over which there is a least depth of  
 25 6 feet ( $1^m8$ ), lies about 6 cables west-north-westward of Mikró and about half a mile off the coast northward; this rock is difficult to see on account of the colour of the bottom.

- Cape Spathí lies about a mile eastward of Mikró. Livádhi bay is entered between Cape Ámino, situated about  $1\frac{1}{4}$  miles north-eastward of Cape Spathí, and a point about 6 cables west-south-westward.  
 30 On the western side of the entrance, a rock, nearly awash, lies on the end of a shoal which extends offshore for about three-quarters of a cable from a point about 3 cables northward of the western entrance point.

- 35 Access is difficult for a sailing vessel except with a fair wind. A vessel entering should keep in mid-channel and give Poundí, the inner point on the western side, situated about a mile north-westward of Cape Ámino, a berth of one cable. Poundí is low, and on it there is a light-structure, with a chapel standing a short distance south-  
 40 westward; after passing Poundí a vessel can anchor as convenient.

There is a short pier off the village of Livádhi, situated on the western side of the head of the bay, and anchorage off the pier in depths of from  $3\frac{1}{2}$  to 8 fathoms ( $6^m9$  to  $14^m6$ ). A cargo of 2,300 tons of iron ore has been loaded in four days.

- 45 During part of the summer the heat in Livádhi bay is excessive; surrounded as it is by an amphitheatre of rocky hills, which hardly cool, the temperature falls very slowly at night.

- Lights.**—A light (*Lat. 37° 07' N., Long. 24° 25' E.*) is exhibited, at an elevation of 229 feet ( $69^m8$ ), from a white iron beacon on a  
 50 masonry base, on Cape Kíklups.

A light is exhibited, at an elevation of 200 feet ( $61^m0$ ), from a square tower and dwelling, 32 feet ( $9^m8$ ) in height, on Cape Spathí.

A light is exhibited, at an elevation of 35 feet ( $10^m7$ ), from an iron column and hut, 19 feet ( $5^m8$ ) in height, on Poundí.

*Chart 1817, plan of Serpho.*

**Communications.**—There is steamer communication with the Piraiévs, Síros and the adjacent islands.

Livádhi bay is connected with the general telegraph system.

**Off-lying islets.**—Voús (Vus), an islet, 430 feet (131<sup>m</sup>1) high, 5 lies about 1½ miles north-eastward of Cape Ámino, and a mile off the eastern coast of Sérifos; this islet is small, bold, and steep to outside a distance of half a cable from its coasts.

Serfopoúla (Seriphópulon), an islet, about 650 feet (198<sup>m</sup>1) high, bold and clear of danger, and with steep cliffs on its southern side, lies 10 about 4½ miles north-eastward of Sérifos. Serfopoúla lies in the eastern approach to Sérifos strait.

*Charts 1817, plans of Serpho and Thermia, 2682 and 2836a.*

**Sérifos strait.**—**Danger.**—Sérifos strait is the passage between Sérifos and the island of Kíthnos, about 7 miles north-north-westward. 15

On the south-eastern side of the strait, a shoal, over which there is a depth of less than 6 feet (1<sup>m</sup>8), lies from one to 2½ cables north-westward of a bluff headland, 400 feet (121<sup>m</sup>9) high, forming the northern entrance point of Psarometókhion bay, which is situated on the north-western side of Sérifos, about 6 miles north-north-east- 20 ward of Cape Kíklops.

Pipéri (*Lat.* 37° 18' N., *Long.* 24° 32' E.), an islet, situated about 4 miles north-westward of Serfopoúla, lies in the middle of the eastern part of Sérifos strait; it is inaccessible and is surrounded by considerable depths; the currents are strong in its vicinity. 25

*Chart 1817, plan of Thermia.*

**KÍTHNOS.**—The coast of Kíthnos (Thermia), an island, is indented with several small ports and coves and is clear of off-lying dangers; the highest of its hills, near the centre of the island, is elevated 965 feet (294<sup>m</sup>1). There are some hot medicinal baths in the north-eastern 30 part of the island.

There are only two towns or villages in the island; the capital, Kíthnos (Kythnos), lying about 4½ miles southward of Cape Kéfalos (Kephalos), the northern extreme of the island, and the village of Sílaka (Sillacca), situated about 1½ miles southward of Kíthnos and 35 close northward of the summit of the island.

**Mérikha bay.**—**Light.**—Between Cape Kólia, situated about 5½ miles northward of Cape Áyios Dhímítris (Dimitri), the south-western extreme of Kíthnos, and the eastern extreme of a peninsula, about 1½ miles north-north-westward, there is a bay on the western 40 side of Kíthnos; Mérikha bay, entered between Cape Kólia and a point about 3 cables northward, is an inlet in the southern part of the bay, open north-westward. An above-water rock lies near the end of a shoal, with depths of less than 5 fathoms (9<sup>m</sup>1) over it, which extends about 1½ cables north-westward of Cape Kólia. Within, the shelter 45 is good with a muddy bottom, but a sailing vessel would experience difficulty in leaving except with a fair wind.

Episkopí (Piskopi) and Apókrousis bays are situated in the same bay, northward of Mérikha bay, and are separated by a promontory, 453 feet (138<sup>m</sup>1) high. Apókrousis is the northern of these two bays. 50

A light is exhibited, at an elevation of 82 feet (25<sup>m</sup>0), from a quadrangular tower on a dwelling, 18 feet (5<sup>m</sup>5) in height, situated on the western extreme of the northern entrance point of Mérikha bay.

*Chart 1817, plan of Thermia.*

**Áyios Stéfanos harbour.**—Áyios Stéfanos (St. Stephanos) harbour lies on the eastern side of Kíthnos, between a point situated about a mile south-westward of Cape Áyios Ioánnis (St. John) (*Lat. 37° 24' N., Long. 24° 29' E.*), the eastern extreme of the island, and a point about three-quarters of a mile further south-westward; a shoal, over which there is a depth of 3 feet (0<sup>m</sup>9) and which can always be seen, lies 1½ cables off the latter point. The head of the harbour is divided into two inlets by a projection; an above-water rock, 10 with rocks, awash, close around it, lies about a cable off the south-eastern end of this projection. The harbour is open southward and the depths in the outer part are considerable, but near its head there are depths of from 5 to 20 fathoms (9<sup>m</sup>1 to 36<sup>m</sup>6). It is available for anchorage, but is seldom visited.

15 **Loutrá bay.**—**Lights.**—Loutrá (Irene) bay, on the north-eastern side of Kíthnos, is entered between a point about 2½ miles southward of Cape Kéfalos, the northern extreme of the island, and a point about 2 cables north-north-westward.

On the western side of the northern approach to Loutrá bay, two 20 rocks, over which there is a depth of less than 6 feet (1<sup>m</sup>8), lie close together, about 1½ miles southward of Cape Kéfalos and 1½ cables offshore; and a rocky patch, over which there is a depth of 3 feet (0<sup>m</sup>9), and which can always be seen, lies about 1½ cables northward of the northern entrance point and a cable offshore.

25 The best anchorage is in a small creek on the south-eastern side of the bay, where small vessels lie in safety. There are two mooring buoys in the cove, about 2 cables westward of the light-structure.

A light is exhibited on Cape Kéfalos.

A light is exhibited, at an elevation of 51 feet (15<sup>m</sup>5), from an iron 30 column, 19 feet (5<sup>m</sup>8) in height, situated on the southern entrance point of Loutrá bay.

**Communications.**—There is steamer communication with the Piraiévs, Síros, and other islands of the Kikládhes.

Loutrá bay is connected to the general telegraph system.

35 *Chart 1657.*

**Kíthnos strait.**—**Current.**—This strait, between Kíthnos and Kéos, 6 miles north-north-westward, is clear and deep.

The current runs south-westward with great strength and at a greater rate than between Kéos and Mávro island, although close 40 inshore, along the south-eastern side of Kéos, it sets north-eastward.

**KÉOS.**—**Light.**—This island is steep to outside a distance of a quarter of a mile offshore. The northern shore should not, however, be approached too closely as the current sets strongly towards it. 45 Amongst the few antiquities remaining in the island is a rudely executed colossal lion in bas-relief, 20 feet (6<sup>m</sup>1) long, cut on the face of a kind of slaty rock in a valley between Mount Palaiómilos (St. Anna) (*Lat. 37° 38' N., Long. 24° 22' E.*), situated in the middle of the northern part of the island, and a town standing on a small conical 50 hill, on a spur, a short distance north-westward of that mountain.

A light is exhibited, at an elevation of 200 feet (61<sup>m</sup>0), from a circular tower and dwelling, 25 feet (7<sup>m</sup>6) in height, on Cape Tamélos, the southern extreme of Kéos.

*Charts 2836a, 2158b, 449.*

*Chart 1657.*

**South-eastern and north-eastern coasts.**—Pólais is a small exposed roadstead, with the swell always setting on the beach, situated on the south-eastern side of Kéos, about  $3\frac{1}{2}$  miles north-eastward of Cape Tamélos (*Lat.*  $37^{\circ} 31' N.$ , *Long.*  $24^{\circ} 17' E.$ ). The remains of an ancient and strongly-built town, supposed to be that of the ancient *Karthea*, are to be found here; some inscriptions are still extant, and the impression of two colossal feet, cut out in a large block of marble. 5

*Chart 1820.*

Spanó, an islet, about  $2\frac{1}{2}$  miles west-north-westward of Cape Spathí, the eastern extreme of Kéos, is connected to the north-eastern side of the island by a rocky bank, about  $1\frac{1}{2}$  cables wide. 10

Oryiá (Oryas) bay lies at the northern end of the island, about three-quarters of a mile westward of Spanó; it is a narrow inlet with a beach at its head, but is exposed to north-easterly winds and therefore should only be used in case of necessity. 15

*Chart 1657.*

**Western coast.**—Kaviá, a small bay, is situated on the western side of Kéos, about  $3\frac{1}{2}$  miles northward of Cape Tamélos. Vessels may anchor off the bay during north-easterly winds, but the depths are considerable. 20

Makriópounda (Ekklinio point), about  $3\frac{1}{2}$  miles northward of Cape Tamélos and a short distance westward of Kaviá bay, should be given a wide berth as a detached rock, with a depth of 3 feet ( $0^m9$ ) over its western part, and which breaks, lies a quarter of a mile southward of the cape. 25

Písa bay, a small inlet, about a mile northward of Makriópounda, affords shelter for small vessels with offshore winds.

*Chart 1526, plan of Port St. Nikolo.*

**Áyios Nikólaos harbour.**—This harbour is entered on the north-western side of Kéos, between Cape Áyios Nikólaos (St. Nikolo), situated about  $5\frac{1}{2}$  miles north-north-eastward of Makriópounda, and Cape Áyios Sávvas, about a quarter of a mile south-south-westward. It is the only well sheltered harbour in the island and is a coaling station much used by vessels passing to and from the Black sea. 35

Cape Áyios Nikólaos, the south-western extreme of a tongue, is bordered by a narrow shallow bank and a rock, with less than 6 feet ( $1^m8$ ) over it, lies close off its southern extreme; the southern side of the entrance is steep-to and of greater elevation than the above-mentioned tongue. 40

Within the entrance there are two bays, Livádhi bay the southern and Vourkári bay the north-eastern. The custom-house is situated on the western side of Livádhi bay, where there is a good landing place, protected by a short mole. At the head of this bay there is a sandy beach. The northern side of Vourkári bay is fringed by a narrow shallow bank; at the head of this bay there is a sandy beach off which the coastal bank is about three-quarters of a cable wide. 45

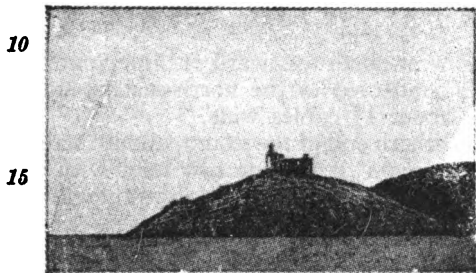
Several piers extend from the northern side of the harbour and a conspicuous building is situated about 3 cables north-eastward of the lighthouse on Cape Áyios Nikólaos (*Lat.*  $37^{\circ} 40' N.$ , *Long.*  $24^{\circ} 19' E.$ ); there are also several bollards along the shore of the harbour. See view on plan on chart 1526. 50

The best anchorage is in the northern part of the harbour in depths of

*Chart 1526, plan of Port St. Nikolo.*

from 14 to 15 fathoms (25<sup>m</sup>6 to 27<sup>m</sup>4), mud, care being taken to avoid the submarine cable which is landed at the cable house on the northern shore. With fresh north-westerly winds a heavy swell sets into the southern part of the harbour, and therefore sailing vessels on the northern side can more readily put to sea when the wind moderates.

**Lights.**—A light is exhibited, at an elevation of 98 feet (29<sup>m</sup>9), from a quadrangular tower on an octagonal base, 26 feet (7<sup>m</sup>9) in height, on Cape Áyios Nikólaos. *See view.*



*Cape Áyios Nikólaos lighthouse,  
from southward.*

A light is exhibited at an elevation of 66 feet (20<sup>m</sup>1), from an iron column and hut, 20 feet (6<sup>m</sup>1) in height, situated on Cape Áyios Sávvas.

**Pilotage.**—Pilotage is compulsory for all foreign merchant vessels, also for foreign men-of-war other than light craft.

**Communications.**—The town, situated about 2 miles south-eastward of Cape Áyios Nikólaos, is connected to the general telegraph system.

There is occasional steamer communication with Síros and the Piraiévs.

**Supplies.**—A large quantity of coal is kept in stock. Vessels coaling usually secure with their stern to bollards on shore. If anchored further out the swell is likely to interfere with the lighters alongside.

Boats can land at the coal store.

Meat and bread, &c., can be obtained from the Piraiévs.

Water can be supplied from an 80-ton lighter.

*Charts 1526 and 1657.*

**Kéos strait.**—**Light.**—Kéos (Zea) strait, between Kéos, on its eastern side, and Mávro, on its western side, is 8 miles wide, deep and clear of dangers.

A rock, 10 feet (3<sup>m</sup>0) high, with a rock, awash, close eastward of it, and sunken rocks between it and the coast westward, lies in the approach to a small bight on the eastern side of Mávro, about 2½ miles southward of Cape Tripiti, the northern extreme of that island.

A light (*Lat.* 37° 39' N., *Long.* 24° 07' E.) is exhibited, at an elevation of 115 feet (35<sup>m</sup>0), from a white iron tower on a concrete base, 14 feet (4<sup>m</sup>3) in height, on Cape Angálistros (Angarlestro), the southern extreme of Mávro.

**Prohibited area.**—Navigation is prohibited in an area, indicated on the chart by a pecked line, within a distance of one mile of the eastern coast of Mávro, and within a radius of one mile from its southern and northern extremes.

**Caution.**—Navigation is controlled in Kéos strait, *see* page 21.

*50 Charts 2836a and 872.*

**ANÁFI GROUP.**—**Danger.**—This group, the south-easternmost of the Kikládhes, rises from a bank, over which there are depths of less than 100 fathoms (182<sup>m</sup>9), and is situated with the western extreme

*Charts 2836a and 872.*

of Anáfi (Anaphi), the largest of the group, about 12 miles eastward of the eastern side of Thíra. Anáfi is 1,530 feet (466<sup>m</sup>3) high; its hills are barren.

The village of Anáfi, which is connected to the general telegraph system, is situated on the southern side of the island; there is a small boat harbour, with good landing, in the western horn of the bay at Anáfi village.

The coast of Anáfi is fringed by above-water and sunken rocks, and near the southern side are Áyios Nikólaos and Rokána (Rukana), two islets, 12 and 3 feet (3<sup>m</sup>7 and 0<sup>m</sup>9) high, respectively, the latter lying about 3 miles westward of Cape Kálamos, the eastern extreme of the island. In the vicinity of Kávo Spathí, about one mile south-westward of Cape Kálamos, there are cliffs of great height which have the appearance of red granite. Close westward of Kávo Spathí, on the western of two peaks, not far apart, stands a chapel.

Ftená (Ephtanah Phlini), two islets, 50 and 60 feet (15<sup>m</sup>2 and 18<sup>m</sup>3) high, respectively, with above-water rocks close off the eastern islet, are situated about 1½ miles southward of Rokána.

On the south-eastern part of the bank which surrounds Anáfi, are the islets of Pakhiá, 740 feet (225<sup>m</sup>5) high, lying about 4½ miles south-south-westward of Cape Kálamos, and Makrá, 420 feet (128<sup>m</sup>0) high, situated about 1½ miles eastward of Pakhiá; a rock, 3 feet (0<sup>m</sup>9) high, lies about a quarter of a mile off the north-eastern extreme of Makrá, and Makrá rock, over which there is a depth of 5 fathoms (9<sup>m</sup>1), lies a short distance further eastward.

Anchorage will be found, under favourable circumstances or in case of necessity, on Anchorage bank, between Ftená and Anáfi, in depths of from 6 to 26 fathoms (11<sup>m</sup>0 to 47<sup>m</sup>5).

**Light.**—A light (*Lat.* 36° 21' N., *Long.* 25° 48' E.) is exhibited, at an elevation of 229 feet (69<sup>m</sup>8), from an iron column and hut, 19 feet (5<sup>m</sup>8) in height, on a point, on the southern side of Anáfi, about 3 miles westward of Cape Kálamos.

*Chart 2043.*

**THÍRA GROUP.**—This group originally formed one circular island, named *Calliste*, but now consists of three islands on the edge of the crater of a submarine volcano and three islands in the centre of the crater; Thíra (Santorin), the largest island, lies on the eastern side of the crater, about 12 miles westward of Anáfi. Thirasía (Therasia) island, with Áspro islet, nearly midway between it and the south-western extreme of Thíra, lie on the western side of the crater; these islands were separated from the main island by an earthquake about B.C. 237. In the middle of the crater are the Kamméni (Kaimeni) islets; Néa Kamméni, 438 feet (133<sup>m</sup>5) high, is the largest of these and appeared in 1707, and is a mass of lava and cinders; Mikrokamméni, lies close off the north-eastern side of Néa Kamméni, and Palaíá Kamméni, 320 feet (97<sup>m</sup>5) high, which emerged in B.C. 197, lies a short distance off the south-western side of Néa Kamméni. An eruption took place in 1925, when a volcanic islet with an active crater, was formed between Mikrokamméni and Néa Kamméni, close off the hot springs on the north-eastern side of the latter island; a further eruption in this crater was reported in 1928. In 1939, it was reported that the old craters in the Kamméni islets were emitting

*Chart 2043.*

smoke, presenting the appearance of an active volcano, and great caution should be exercised in approaching their vicinity as changes in depths were taking place.

- 5 The northern half of Thíra is composed of volcanic material, iron, pumice, lava, &c. ; in the southern part the soil consists of decomposed pumice stone and is fertile and cultivated.

There are several towns on the western side of Thíra ; Oía (Epanomeria), lies on the southern side of the north-western end of the  
10 island, Merodhoúli (Merovuli) lies close eastward of Skáros, which is situated about  $2\frac{1}{2}$  miles south-south-eastward of the lighthouse at Oía, and Fíra (Thera), the capital, is situated about a mile south-south-eastward of Merodhoúli. At Skáros, there is a ruined Venetian fortress, built on the overhanging cliffs. The houses of the villages  
15 along the edges of the cliffs present a strange aspect.

**Aspect.**—Mount Áyios Ilías, 1,887 feet ( $575^m2$ ) high, is a conical peak and the summit of Thíra ; it is situated in the south-eastern part of the island. On the eastern side of Mount Áyios Ilías is Sellada ridge, joining it with Mésa Vounó (Messa Vuno), a precipitous mass, on which  
20 are the remains of the ancient city of Thera ; it terminates in Cape Mésa Vounó, the south-eastern extreme of the island. Three remarkable mountains occupy the space between the town of Merodhoúli and the village of Foinikiá (Phinika), about one mile eastward of Oía.

**Thirasía.—Dangers.**—The eastern coast of Thirasía rises nearly  
25 perpendicularly to a height of 936 feet ( $285^m3$ ), agreeing in strata and elevation with that of Thíra on the opposite side of the crater, but the land slopes rapidly westward, where the coast is comparatively low. There are several villages on the island, the largest, Manolás, being situated on the top of the cliffs on the eastern side.

30 Thirasía is separated from the north-western end of Thíra by a passage  $8\frac{1}{2}$  cables wide, the middle of which is deep. The northern coast of the former island is bordered by a rocky bank, with depths of less than 5 fathoms ( $9^m1$ ) over it, about 3 cables wide, and a rocky shoal, with a depth of less than 3 feet ( $0^m9$ ) over it, lies about 3 cables  
35 eastward of Cape Ayía Iríni (Riva), its northern extreme ; a reef extends for a short distance off Cape Tíno, situated about a mile south-eastward of Cape Ayía Iríni (*Lat.  $36^\circ 27' N.$ , Long.  $25^\circ 21' E.$* ). Kímina islet, lies close off the south-western extreme of Thirasía. See view of the northern entrance to the crater on chart 2043.

40 Mansell reef, situated about three-quarters of a mile southward of Kímina islet, has a least depth of  $1\frac{1}{2}$  fathoms ( $2^m7$ ) over it ; a detached 5-fathom ( $9^m1$ ) patch lies about  $1\frac{1}{2}$  cables southward of the shoalest head. Eastward of the reef the depths increase rapidly. This danger should be given a wide berth, and its western side should not be  
45 approached into a depth of less than 15 fathoms ( $27^m4$ ). The northern extreme of Néa Kamméni, bearing  $074^\circ$ , and kept well open south-eastward of Cape Tripití, the south-eastern extreme of Thirasía, leads south-eastward of Mansell reef, but less than one cable southward of the 5-fathom ( $9^m1$ ) patch.

50 **Aspro islet.—Dangers.**—This islet, about 300 feet ( $91^m4$ ) high, is so called from the white appearance of its summit and lies on the end of a bank, with less than 10 fathoms ( $18^m3$ ) over it, sand, or sand and weeds, which extends northward from Akrotíri (Akrotirion), the cape at the south-western extreme of Thíra, for a distance of about

*Chart 2043.*

1½ miles. It is surrounded by a rocky shoal which extends northward for about 2 cables and southward for about 3 cables. A detached 2½-fathom (4<sup>m</sup>6) patch lies about 1½ cables eastward of the islet. The depths between the shoals on the northern and eastern sides of Áspro islet and Palaía Kamméni are considerable. From the western side of the bank, with less than 10 fathoms (18<sup>m</sup>3) over it, extending northward of Akrotíri, a bank, with depths of from 10 to 12 fathoms (18<sup>m</sup>3 to 21<sup>m</sup>9) over it, extends in a north-north-westerly direction round the western side of Mansell reef and joins the bank, with depths of less than 10 fathoms (18<sup>m</sup>3) over it, which extends from the south-western end of Thirasía. See view of the southern entrance to the crater on chart 2043.

**Anchorage.**—Temporary anchorage during fine weather may be found about 3 cables southward of the south-western side of Áspro islet, in a depth of 9 or 10 fathoms (16<sup>m</sup>5 or 18<sup>m</sup>3), sand and weeds.

**Western side of Thíra.**—Akrotíri is bordered by a rocky bank about a cable wide; within the crater, about 1½ miles north-eastward of the cape, a patch of above-water and sunken rocks extends offshore for about 2 cables. The land immediately over the steep cliffs of the cape is 373 feet (113<sup>m</sup>7) high and rises to a hill, 600 feet (182<sup>m</sup>9) high, situated about 1½ miles eastward.

The coast round the western side of Thíra forms the edge of the crater, the dark rocky patches of which, sloping at an angle of 45° and varying in height from about 500 feet (152<sup>m</sup>4) to 1,000 feet (304<sup>m</sup>8), have a dismal, though picturesque, appearance.

There is a landing place below the town of Firá, built on a small natural platform sufficiently large to contain a few houses; eastward of it is a steep cliff, in which is cut a winding pathway to the town above. Merchant vessels are secured here by chains to bollards cut in the cliff, but there is no anchorage. There is a mooring buoy, suitable for a vessel of about 3,000 tons, situated about three-quarters of a cable from the landing place. There is another landing place at Athinió (Athenous) roadstead, 2 miles southward, with a steep ascent to the cliffs, and a third at Marmaríni, on the southern side of the northern part of the island, about three-quarters of a mile eastward of Oía lighthouse.

**Lights.**—A light (*Lat.* 36° 21' N., *Long.* 25° 22' E.) is exhibited, at an elevation of 328 feet (100<sup>m</sup>0), from a square tower on a dwelling, 35 feet (10<sup>m</sup>7) in height, on Akrotíri.

A light is occasionally exhibited at the landing place at Firá.

A light is exhibited, at an elevation of 377 feet (114<sup>m</sup>9), from a square masonry tower on a dwelling, 26 feet (7<sup>m</sup>9) in height, standing close north-westward of Oía.

**Kamméni islets.**—**Dangers.**—Port Megálo, between Néa Kamméni and the western side of Mikrokamméni, has silted up; this port and an area on the north-eastern side of those islands, indicated on the chart by a dotted line, have not been thoroughly surveyed since the eruption of 1925, and should not be approached.

Off the western side of Néa Kamméni there is a rock, with a depth of 1½ fathoms (3<sup>m</sup>2) over it, lying close offshore, a short distance southward of the entrance to a creek.

On the eastern side of the north-western end of the channel between



*Chart 2043.*

Palaiá Kamméni and Néa Kamméni, there are two rocky patches, the eastern just above water, and the western just below water.

**Southern and Eastern sides of Thíra.**—The southern coast of 5 Thíra, between Akrotíri and Cape Exomíti, the southern extreme of the island, about  $4\frac{1}{2}$  miles east-south-eastward, forms two bights; off the point separating these two bights, above-water rocks, with sunken rocks around them, extend for about a cable offshore.

Cape Exomíti, which is low, is situated at the foot of Mount Profitis 10 Ilias (Platanimos), a limestone hill, on the south-eastern side of which are many ancient tombs cut in the rock. A rocky shoal extends southward of the cape for about one cable and westward for half a mile; remains of ancient moles, under water, lie on the rocks westward of the cape, and also extend for a distance of about 2 cables south-west- 15 ward from a point, situated about half a mile north-westward of the cape. From the extremity of the north-western mole, the coast westward, almost as far as Akrotíri, is fringed by a shallow rocky bank from one to  $1\frac{1}{2}$  cables wide.

From Cape Exomíti (*Lat.*  $36^{\circ} 20' N.$ , *Long.*  $25^{\circ} 27' E.$ ) the coast is 20 low and trends north-eastward for about  $2\frac{1}{2}$  miles to the high, rugged, steep cliffs of Méssa Vounó, the termination of which is the cape of the same name and the south-eastern extreme of the island. Cape Kamári, which is low and rounded, lies 2 miles northward of the cliffs, and about half a mile north-westward of this cape there is a monolith 25 about 100 feet ( $30^m5$ ) high.

About half a mile northward of Cape Kamári, a harbour for small vessels, formed by two breakwaters, was commenced in 1905, but has since been abandoned.

From Cape Kamári the coast trends north-westward and westward, 30 for a distance of about 8 miles, to the north-western extreme of the island. The northern and the western coasts of the northern end of the island are bordered by a coastal bank and should not be approached too closely.

**Anchorage.**—There is excellent anchorage off the southern coast 35 of Thíra in the bay situated about one mile eastward of Akrotíri, in a depth of 7 or 8 fathoms ( $12^m8$  or  $14^m6$ ), sand and weeds, sheltered from all northerly winds, round to east and east-south-east. There is a similar anchorage about 4 cables offshore in the centre of the bay situated next eastward of the above.

40 Anchorage may be obtained with offshore winds, with Cape Exomíti bearing  $256^{\circ}$ , distant three-quarters of a mile, in a depth of 9 fathoms ( $16^m5$ ); also in the same depth, about half a mile southward of Cape Kamári.

**Off-lying reef.**—Kolómbos (Kolumbos) reef, situated about 45  $3\frac{1}{2}$  miles north-eastward of Cape Kolómbos (Kolumbos), the north-eastern extreme of Thíra, is composed of cinders over which there is a depth of 10 fathoms ( $18^m3$ ), and is the remains of a volcanic island, which first appeared during the earthquakes at Thíra in 1649.

**Communications.**—Oía is connected to the general telegraph 50 system.

There is steamer communication with Síros and the principal islands of the Kikládhes.

*Chart 2043, plan of Cristianí islands.*

**Khristianá islets.**—**Light.**—This group of islets lies with

*Chart 2043, plan of Cristiani islands.*

Khristiani (Cristiani), the northern islet, about 9 miles south-westward of Akrotíri. This islet has a peak, 914 feet (278<sup>m</sup>6) high, at its south-western end; its sides are rugged and bold, an above-water rock lies close off its south-western extreme and some above-water and sunken rocks lie close off its eastern side. 5

Askánia, an islet, 470 feet (143<sup>m</sup>3) high, surrounded by above-water and sunken rocks lying a short distance offshore, lies south-south-eastward of Khristiani, separated by a passage about 4 cables wide with above-water and sunken rocks on either side, and a shoal, with a depth of 2½ fathoms (4<sup>m</sup>6) over it, nearly in the middle. 10

Eskhíti (*Lat.* 36° 13' N., *Long.* 25° 15' E.), an islet, 45 feet (13<sup>m</sup>7) high, lies about a mile south-eastward of Askánia; rocks lie close off the north-eastern and south-western ends of Eskhíti, but the water is deep around it at a distance of a cable. 15

A light is exhibited, at an elevation of 75 feet (22<sup>m</sup>9), from a white beacon, 10 feet (3<sup>m</sup>0) in height, on Eskhíti.

*Chart 2753.*

**FOLÉGANDROS.**—Folégandros (Polykandro), an island, lies about 10 miles south-eastward of Políaigos, page 120, of the Milos group, with a clear and deep passage between them. The island is 1,022 feet (311<sup>m</sup>5) high near its north-western end, and 1,363 feet (415<sup>m</sup>4) high in the southern part. It is cultivated; the modern town lies at the foot of the hill, situated about 2½ miles north-westward of Cape Vintséntsos (Vincenzo), the eastern extreme of the island. 25  
The coast of Folégandros is high, more especially the south-eastern part, with rocks scattered close offshore, but no off-lying dangers. There is no good harbour in the island.

**Karavostási anchorage and approaches.**—**Light.**—This anchorage is situated in a cove at the head of a bay on the northern side of the eastern end of Folégandros. The bay is entered between Cape Ftenó, about 3 cables north-westward of Cape Vintséntsos and Cape Dhoméneos (Dominico), about a mile further north-westward. Áyios Ioánnis, an islet, lies about a cable northward of Cape Ftenó and is connected with the coast south-westward by a bank, over which there are depths of about 3 fathoms (5<sup>m</sup>5). In the northern part of the bay there is a light between Cape Dhoméneos and a point on which there is a light-structure, about 3 cables southward. 35

Poulióxeres (Poloxaris), an above-water rock, with a depth of 2½ fathoms (4<sup>m</sup>6) close southward and a 3½-fathom (6<sup>m</sup>4) patch, about three-quarters of a cable south-eastward, lies in the approach to this light, about 1½ cables south-eastward of Cape Dhoméneos. A shoal with a depth of 1½ fathoms (3<sup>m</sup>2) over it at its outer end, extends for a distance of nearly a cable east-north-eastward from the light-structure. 45

Karavostási anchorage, is situated in the cove, with a beach at its head, which is entered between the point with a light-structure on it, mentioned above, and Cape Latíni, about 2 cables southward. Dhío Adhélfia (Adelphi), two above-water rocks close together, with a depth of 1½ fathoms (2<sup>m</sup>7) between them, lie in the approach to the anchorage, about 1½ cables south-eastward of the light-structure. A detached patch, with a depth of 3½ fathoms (6<sup>m</sup>9) over it, lies about half a cable northward of the north-western of these two rocks. Depths 50

*Chart 2753.*

of less than 5 fathoms (9<sup>m</sup>1) extend for about 1½ cables from the beach at the head of the cove.

There is a village on the northern side of the head of the cove, and 5 the land, westward of the head, is cultivated.

There is steamer communication with Síros and the adjacent islands. Folégandros is connected with the general telegraph system.

A light is exhibited, at an elevation of 53 feet (16<sup>m</sup>2), from an iron column with a masonry base, 19 feet (5<sup>m</sup>8) in height, situated on the 10 point on the northern side of Karavostási anchorage.

**Vathí bay.—Light.**—This bay lies on the south-western side of Folégandros and is entirely open westward with considerable depths within half a mile of its head. It is entered between a point situated about 2½ miles south-eastward of Cape Kipárisos (Kyparissos), the 15 north-western extreme of the island, and a point about half a mile further south-eastward. The shores of the bay are fringed by a coastal bank on which there are scattered rocks, both above water and awash. Depths of less than 5 fathoms (9<sup>m</sup>1) extend from the head of the bay for about 2½ cables and a detached patch, with a depth of 5 fathoms 20 (9<sup>m</sup>1) over it, lies about 2 cables east-south-eastward of the north-western entrance point and a cable offshore.

A light (*Lat.* 36° 38' N., *Long.* 24° 52' E.) is exhibited, at an elevation of 226 feet (68<sup>m</sup>9), from a white square tower and dwelling, 36 feet (11<sup>m</sup>0) in height, situated on Asprópounda, in the approach to Vathí 25 bay, about 2 miles south-eastward of Cape Kipárisos.

**Islets between Folégandros and Síkinos.—Dangers.**—Adhélfia rocks are the westernmost of a chain of islets lying between Folégandros and Síkinos, about 5½ miles east-north-eastward; they consist of two islets, connected by a reef, which lie about 1½ miles east-north- 30 eastward of the eastern extreme of Folégandros. The eastern islet is 306 feet (93<sup>m</sup>3) high, and the western, 179 feet (54<sup>m</sup>6) high.

Two detached shoals, with depths of 2½ and 4½ fathoms (4<sup>m</sup>6 and 8<sup>m</sup>2) over them, lie about 3½ and 2½ cables, respectively, north-westward of an above-water rock lying close off the northern extreme of 35 the eastern Adhélfia rock.

Kardhiótissa, the central and largest islet of the chain, lying one mile north-eastward of Adhélfia rocks, is 623 feet (189<sup>m</sup>9) high; the western end is bordered by a coastal bank, about one cable wide, at the northern end of which is a rock, with less than 6 feet (1<sup>m</sup>8) over 40 it; with this exception the islet is steep-to.

Kalóyeros, with Káravos (*Lat.* 36° 38' N., *Long.* 25° 04' E.) close westward, are the easternmost of the chain, and are situated about 3 cables from the south-western end of Síkinos, from which they are separated by considerable depths. Kalóyeros and Káravos are 45 connected by a reef and are surrounded by shoal water except on the south-eastern side of the former.

A shoal, with a depth of 3½ fathoms (6<sup>m</sup>9) over it, lies nearly midway between Kardhiótissa and Káravos: it is indicated by a sudden change in the colour of the water.

50 With the exception of the shoals mentioned above, the depths are considerable between and around these islets.

**SÍKINOS.—Light.**—This island is rocky and barren in places. It has no port, but the landing place is in a small shallow bay on the

*Chart 2753.*

south-eastern side, known as Skála anchorage, about 3 miles south-westward of Cape Málta (Kavos ti Malta), the north-eastern extreme of the island; there is a beach at the head of the bay. Áyios Yeóryios, an islet, lies close off the south-eastern side of the island, about  $1\frac{1}{2}$  miles south-westward of Cape Málta and Avoládhō (Avolathanisi), an islet, close off the western side, about 3 miles north-north-eastward of the south-western extreme of the island.

The village of Síkinos, which is connected to the general telegraph system, stands on an elevated ridge, near the north-western coast, about  $3\frac{1}{4}$  miles west-south-westward of Cape Málta.

A light (*Lat.*  $36^{\circ} 40' N.$ , *Long.*  $25^{\circ} 09' E.$ ) is exhibited, at an elevation of 85 feet (25<sup>m</sup>9), from an iron column with a masonry base, 19 feet (5<sup>m</sup>8) in height, on the eastern entrance point of Skála anchorage bay.

**IOS.**—Íos (Nio), an island, is the reputed burial place of Homer, and is separated from Síkinos by a clear and deep channel about 3 miles wide, between Cape Málta and the Dhiakoftó (Díacophtho-nisi), three islets, which lie close off Cape Dhiakoftó, the western extreme of Íos. The island is rocky and mountainous with a granitic base and calcareous summit, 2,410 feet (734<sup>m</sup>6) high. It has a softer and more genial aspect than Folégandros or Síkinos. The coast is indented with several bays and on the western side is the harbour and town of Íos. Except for several islets and rocks close offshore there are no off-lying dangers. There is a clear and deep passage between Petalídhī (Petaleitha), an islet, at the northern end of Íos, and the Avélas islets, page 147, off the western end of Iráklia, north-eastward, which is  $4\frac{1}{2}$  miles wide.

*Chart 2753, plan of Port Nio*

**Ios harbour.**—**Dangers in approach.**—Íos harbour, open southward, is entered between Cape Fanári (Phanari), situated about three-quarters of a mile south-eastward of Cape Dhiakoftó, and Cape Xéres (Exeris), about 3 cables further south-eastward. See view on chart 2753.

A rock, awash, lies in the north-western approach to the harbour, about 3 cables north-westward of Cape Fanári lighthouse and about a cable offshore. A reef extends southward of Cape Xéres for about three-quarters of a cable and westward for a shorter distance; a detached shoal, with a depth of 2 fathoms (3<sup>m</sup>7) over it, lies about three-quarters of a cable south-westward of the cape. The eastern side of the harbour is fringed by a narrow coastal bank, and, from the head of the harbour, depths of less than 2 fathoms (3<sup>m</sup>7), extend for about a cable.

The town of Íos, which is connected with the general telegraph system, stands about half a mile inland on a small hill rising from the eastern side at the head of the harbour.

**Light.**—A light (*Lat.*  $36^{\circ} 43' N.$ , *Long.*  $25^{\circ} 16' E.$ ) is exhibited, at an elevation of 108 feet (32<sup>m</sup>9), from a tower on a white hut, 21 feet (6<sup>m</sup>4) in height, on Cape Fanári.

*Chart 2753.*

**Manganári bay.**—This bay is situated at the southern end of Íos between Cape Akhládhī (Aklathis), the southern extreme of the island, and Cape Pírgári (Pyrgari Kavos), about  $1\frac{1}{2}$  miles north-eastward.

*Chart 2753.*

Varváro, an islet, with another islet close northward, lies in the eastern approach to the bay, a short distance south-south-eastward of Cape Pírgári, and a shoal, with depths of less than 5 fathoms (9<sup>m</sup>1) over it, extends for about half a cable south-westward from Cape Khálara, situated about 4 cables westward of Cape Pírgári. A bank, with depths of less than 5 fathoms (9<sup>m</sup>1) over it, on which are some above-water rocks, extends from the head of the bay for about a quarter of a mile. The eastern side of the head of the bay, inland, is cultivated.

Temporary anchorage may be obtained during northerly winds in Manganári bay, in depths of from 10 to 15 fathoms (18<sup>m</sup>3 to 27<sup>m</sup>4), sand.

**Trís Klisiés roadstead.**—Trís Klisiés (Luka Avlaki) roadstead is situated in a small bay which is entered on the south-eastern side of Íos, between Cape Stení Poúnda, situated about a mile north-eastward of Cape Pírgári, and Cape Papás (Kavos-to Papa), about 4½ cables north-north-eastward. Some rocks, awash, lie on the coastal bank which extends from a point, on the western side of the bay, about half a mile westward of Cape Papás, for about three-quarters of a cable.

*Chart 2836a.*

**Outlying islet.**—**Danger.**—The islet of Ánidros (Anedro), which is uninhabited, lies about 16 miles east-south-eastward of Cape Akhládhi. A conical rock lies close off the south-eastern end of Ánidros, and a rock, awash, lies about three-quarters of a mile off its south-western side.

*Chart 1866.*

**AMORGÓS.**—This island, except for the Liádhi islets, about 4 miles eastward, is the easternmost of the Kikládhes and is situated about 17 miles east-north-eastward of Íos, page 135. The coastline of Amorgós is irregular, and the island is mountainous throughout, its greatest elevation, 2,694 feet (821<sup>m</sup>1), being at its north-eastern end; Mount Áyios Ilías, in the centre, is 2,175 feet (662<sup>m</sup>9) high, and Mount Kórax, at the south-western end is 1,890 feet (576<sup>m</sup>1) high. The surface of the island is broken into detached rocky peaks, with cultivated valleys between them.

Amorgós (Kastron) is the principal village of the island; it stands on a hill situated about 1½ miles eastward of the head of Katápola bay.

**Coast.**—Cape Kalotári (Lat. 36° 48' N., Long. 25° 45' E.), the western extreme of Amorgós, has a small cove close eastward of it, suitable for small vessels, with a depth of 10 fathoms (18<sup>m</sup>3) at the entrance and 3 fathoms (5<sup>m</sup>5) three-quarters of a cable from the beach at its head.

An islet lies close southward of Cape Kalotári, connected to the cape by a rocky shoal. Grabóusa (Gravusa), is the largest of several islets and rocks which lie from 2 cables to 1½ miles northward of Cape Kalotári, the passage between being contracted by a reef which extends for a short distance from the southern end of the island. Grabóusa is separated from Andíkaros, page 147, an islet lying north-westward of it, by a deep and clear passage, about 2½ miles wide.

Temporary anchorage may be obtained in depths of from 10 to 13 fathoms (18<sup>m</sup>3 to 23<sup>m</sup>8) at a distance of about a quarter of a mile off the western side of Grabóusa.

*Charts 872, 2682, 2836a, 2606, 2158b, 449.*

*Chart 1866.*

Petalídhā, an islet with a shoal extending  $1\frac{1}{2}$  cables from its western end, lies about  $2\frac{1}{2}$  miles north-eastward of Cape Kalotári, and  $2\frac{1}{2}$  cables offshore. Akrotíri roadstead, is situated in an inlet in the coast southward of Petalídhā, and is sheltered by that islet; a small vessel, with local knowledge, might anchor in the roadstead, but a sailing vessel would have difficulty in leaving. 5

About  $1\frac{1}{2}$  miles eastward of the eastern entrance point of the above-mentioned inlet there are some ruins, situated on Cape Kastí.

**Katápola bay.**—**Light.**—Katápola bay (Port Vathy) is entered between Cape Áyios Ilías (Elias), situated about  $5\frac{1}{2}$  miles north-eastward of Cape Kalotári and a point about half a mile south-eastward; it is a safe anchorage, although the squalls during north-easterly gales are very heavy, but the holding ground is soft mud, and vessels ride in safety. There is no danger in entering and the coast is steep-to all round. 15

The village of Katápola lies on the southern side of the bay, and there are houses on the northern and eastern sides. On a hill southward of the bay, and overlooking it, there are a few remains of buildings. 20

There is steamer communication with Síros and the adjacent islands. Katápola bay is connected to the general telegraph system and a submarine cable is landed here.

A light (*Lat.*  $36^{\circ} 50' N.$ , *Long.*  $25^{\circ} 51' E.$ ) is exhibited, at an elevation of 141 feet (43<sup>m</sup>0), from a square tower on a dwelling, 34 feet (10<sup>m</sup>4) in height, on Cape Áyios Ilías. 25

**Kalotíri bay.**—This bay lies between the north-western coast of Amorgós and Nikouría (Nikuria), an island, the eastern end of which lies close northward of a point situated on the coast of Amorgós about 5 miles north-eastward of Cape Áyios Ilías, to which it is connected by a shallow bank. Nikouría rises abruptly to an elevation of 1,140 feet (347<sup>m</sup>5), at a distance of about three-quarters of a mile from its western end. Átimo, an islet, 276 feet (84<sup>m</sup>1) high, is separated from the western end of the southern side of Nikouría by a narrow deep channel; the entrance to Kalotíri bay is three-quarters of a mile wide between Átimo and the coast of Amorgós southward. 35

A rocky 5-fathom (9<sup>m</sup>1) patch, with considerable depths around, lies near the centre of the bay, about  $6\frac{1}{2}$  cables south-eastward of Átimo islet.

Anchorage may be obtained south-south-eastward of a small church on Nikouría island, with good holding ground, in depths of from 18 to 20 fathoms (32<sup>m</sup>9 to 36<sup>m</sup>6). In a sailing vessel, it is almost necessary to have a fair wind to enter, as the bay is subject to calms, squalls and variable winds. 40

**Ayía Ánna bay.**—This bay is situated north-eastward of Nikouría; Akrotíri (Langada), a cape situated about  $3\frac{1}{2}$  miles east-north-eastward of the western extreme of the latter island, forms its northern entrance point. At the head of Ayía Ánna bay there is a sandy beach. The bay is open westward and the depths are considerable, but if necessary, a vessel might anchor in the north-eastern part. 50

The villages of Foukótripa (Fokio Tripa) and Potamós are situated on the northern and southern sides of the head of the bay, respectively.

**Northern and eastern sides of Amorgós.**—The coast from Akrotíri to Cape Vilakárdha, the northern extreme of Amorgós, 3 miles

*Chart 1866.*

north-eastward, and thence south-eastward for about  $4\frac{1}{2}$  miles, to Cape Prásino (Prosino), the eastern extreme of the island, is high, bold and steep-to. There are two small inlets between Akrotíri and Cape Vilakárdha, and a rock, 30 feet ( $9^m1$ ) high, lies about  $1\frac{1}{2}$  miles north-eastward of Akrotíri and about 4 cables offshore.

The south-eastern coast of Amorgós consists principally of high cliffs, from which, during northerly gales, the wind descends in heavy squalls, rendering it necessary for sailing vessels passing to give this side of the island a wide berth; there is no anchorage or shelter.

At Panayía, a hill 1,080 feet ( $329^m2$ ) high, situated about 9 miles south-westward of Cape Prásino and a short distance inland, there is a monastery, built in the mouth of a cavern on the face of the cliffs.

**Off-lying islets.**—Liádhi islets, four in number, lie about 4 miles eastward of Cape Prásino; the northern and largest is 200 feet ( $61^m0$ ) high, and barren; the southern is low and flat, and the shallow bank which connects them extends westward for about a quarter of a mile.

The current between the Liádhi islets and Amorgós sets south-eastward at a rate of rarely less than three-quarters of a knot, but the rate increases with the strength of the north-easterly wind.

Kinaros, an islet, lying about 6 miles north-eastward of the Liádhi islets, is described on page 296.

*Chart 1837.*

**PÁROS AND NÁXOS GROUPS.**—The principal islands of these two groups, Páros and Náxos, lie about 13 miles north-north-westward and 10 miles north-north-eastward, respectively, of Íos, page 135. Several islands lie south-westward of Páros, and others eastward, south-eastward and southward of Náxos. Páros and Náxos are separated by a channel, about 3 miles wide, in which are several dangers.

**Andíparos.**—**Off-lying island and rocks.**—Andíparos (Anti-paros), an island, lies close off the south-western side of Páros, separated by Andíparos strait, page 139. The island is 981 feet ( $299^m0$ ) high. Andíparos (Kastro) (*Lat.*  $37^\circ 02' N.$ , *Long.*  $25^\circ 05' E.$ ), the principal village, stands on a ridge near the northern end of the island.

Dhespotikó (Despotiko) bay, is a small anchorage situated between the south-western side of Andíparos and Dhespotikó, an island, lying close off it. The entrance is about 4 cables wide between Cape Kouítsoura, the eastern extreme of Dhespotikó, situated  $2\frac{1}{2}$  miles north-westward of Cape Petalídha, page 139, and a point on the south-western side of Andíparos, eastward. Its north-western end is protected by Tsimindíri, an islet with a narrow boat passage on each side. There are a few houses and some cultivated ground on the northern side of the bay.

Dhespotikó attains its greatest elevation in Mount Kouðhros (Kudro), 640 feet ( $195^m1$ ) high, close northward of a cliffy head of the same name on the southern side of the island. Both this island and Strongiló, south-westward, are barren and uninhabited, and their coasts are steep-to.

Strongiló, 615 feet ( $187^m4$ ) high, a bold and rugged island, is the westernmost of the Páros group and lies south-westward of Dhespotikó, from which it is separated by a channel about  $4\frac{1}{2}$  cables wide.

*Charts 872, 2682, 2836a, 2606, 2158b, 449.*

*Chart 1837.*

Kalíka rocks are two detached patches, each with a depth of  $2\frac{1}{2}$  fathoms ( $4^m6$ ) over it, with uneven depths between them, and about a quarter of a mile apart; the northern rock lies about  $1\frac{1}{2}$  miles westward of Cape Kalíka, the northern extreme of Dhespotikó. The northern side of the boat channel between Dhespotikó and Tsimindíri, bearing  $099^\circ$ , and kept open northward of Cape Kalíka, leads northward of Kalíka rocks. 5

**Light.**—A light (*Lat.*  $36^\circ 56' N.$ , *Long.*  $24^\circ 58' E.$ ) is exhibited, at an elevation of 167 feet ( $50^m9$ ), near the south-western extreme of Strongiló. 10

**Andíparos strait.—Islets and dangers.**—This strait is entered from south-eastward between Cape Petalídha (Petalitha), the southern extreme of Andíparos, and Cape Mávros (Mauro), the southern extreme of Páros, about  $5\frac{1}{2}$  miles east-north-eastward. A chain of islets, rocks and shoals, which lies off the south-western side of Páros, occupies a portion of the southern part of the strait. Pándieros (Pandros), the largest and south-easternmost of this chain, lies about  $2\frac{1}{2}$  miles westward of Cape Mávros; Tigáni, Glarópounda (Glaraboda), Préza, and Toúrlos (Turna) lie north-north-westward of Pándieros. 15 Toúrlos, the north-westernmost of the chain, lies at a distance of about  $1\frac{1}{2}$  miles from Pándieros. A rock, with less than 6 feet ( $1^m8$ ) over it, lies about 3 cables westward of the north-western end of Pándieros, and a shoal, with depths of 3 fathoms ( $5^m5$ ) over it, extends southward of this rock for about 3 cables. 25

On the western side of Andíparos strait, Petalídha, an islet, lies about a mile northward of Cape Petalídha and 2 cables offshore. There is a rock about one cable north-eastward of Petalídha islet which, at times, is one foot ( $0^m3$ ) above water; when this is the case, there is less water in the strait northward than indicated on the charts. 30

Anávathi rock, with a depth of  $1\frac{1}{2}$  fathoms ( $2^m3$ ) over it, and surrounded by depths of less than 5 fathoms ( $9^m1$ ), which extend northward of it for as much as  $1\frac{1}{2}$  cables, lies near the middle of Andíparos strait, about half a mile north-north-westward of Toúrlos.

Temporary anchorage may be obtained during fine weather in summer a short distance northward of Cape Ákakos, situated on the western side of the strait, about 2 miles northward of Petalídha islet, in depths of from 9 to 12 fathoms ( $16^m5$  to  $21^m9$ ). Landing will be found in the small sandy bay westward of the cape. 35

*Chart 1837, plan of the Fourteen feet pass of Kastrol.*

The northern part of Andíparos strait is encumbered with islets, rocks and shoals, leaving a very narrow channel, in the fairway of which there is a least depth of 11 feet ( $3^m4$ ), between Andíparos and Rémmato (Budaria), an islet, lying nearly in the middle of the strait, about  $3\frac{1}{2}$  miles north-north-eastward of Cape Ákakos. Sálango, an islet, lies about  $1\frac{1}{2}$  cables northward of Rémmato, and Magrinés (Oro), an islet, about 2 cables further north-north-westward. 40

On the western side of the northern part of the strait, Dhipló (Diplo), an island, with Kávouras (Kabura), another island, close north-eastward, lies close off the northern end of Andíparos. Kókkinos Toúrlos (Kokino), an islet, lies about a cable north-westward of the northern extreme of Kávouras, and Mávros Toúrlos (Turlo), another islet, remarkable for its similarity to a square tower, lies near the end 50



*Chart 1837, plan of the Fourteen feet pass of Kastro.*

of a shoal which extends north-eastward from the last-mentioned extreme for about 2 cables.

A submarine cable crosses Andíparos strait at its narrowest part, 5 close southward of Rémmato.

**Anchorage.—Directions.**—Temporary anchorage may be obtained by small vessels, with local knowledge, during summer, in depths of from 5 to 6 fathoms (9<sup>m</sup>1 to 11<sup>m</sup>0), sheltered from all but north-easterly winds, in the bight formed by the eastern sides of Dhipló and Kávouras 10 islands, north-north-westward of Magrinés (*Lat.* 37° 03' N., *Long.* 25° 06' E.).

From a position about three-quarters of a mile south-south-westward of Rémmato, a vessel should steer with the south-eastern extreme of Sálango in line with the north-western extreme of Rémmato, bearing 15 021°, until the centre of Mávros Toúrlós is in line with the eastern extreme of Magrinés, bearing about 359°, whence she should steer with Mávros Toúrlós on that bearing until abreast Sálango, when she may alter course north-north-eastward, through the fairway of the northern entrance of the strait. Vessels are recommended only to use this 20 passage under favourable circumstances and then only with local knowledge. See view A on chart 1837.

*Chart 1837.*

**Northern approach to Andíparos strait.—Islets and dangers.** —In the northern approach to Andíparos strait, a chain of islets, rocks 25 and shoals extends for a distance of about 2 miles northward of Mávros Toúrlós, page 139, which terminates in Portés, two small, steep-to, above-water rocks, lying about 1½ miles west-north-westward of Cape Áyios Fokás (Phikas point), the northern entrance point of Paroikiá bay, page 141.

30 The Vouvés (Buves), a rocky shoal, on the south-western end of which there are two above-water rocks, lies nearly midway between Portés and Áyios Spirídhon islets; the southernmost of the above-water rocks lies about half a mile southward of Portés and the shoal extends north-north-eastward of this rock for about a quarter of a mile. 35 A detached shoal, with a depth of 1½ fathoms (3<sup>m</sup>2) over it, lies about 2 cables south-westward of the same rock.

The southernmost of the Áyios Spirídhon (Spiridioni) islets, on which there is a church, is situated about half a mile northward of Mávros Toúrlós; an islet lies close north-westward of the southernmost, and 40 a shoal, on which there are above-water and sunken rocks, extends northward of the latter islet for about 1½ cables and eastward for about half a cable. Depths of less than 5 fathoms (9<sup>m</sup>1) extend south-eastward of the same islet for about 1½ cables. Another islet of this group, surrounded by a narrow shallow bank, lies at a distance of about 45 2½ cables north-eastward of the islet with a church on it. The passage between Áyios Spirídhon islets and Mávros Toúrlós is about 4 cables wide between the shoals extending from either side.

Kakí Skála, an above-water rock, with depths of less than 5 fathoms (9<sup>m</sup>1) extending from all its sides, except the north-eastern, for a 50 distance of nearly a cable, lies about a mile north-eastward of Mávros Toúrlós and 3 cables off the coast of Páros.

The chain of islets described above lie in the approach from westward to the northern end of Andíparos strait and also to the entrance to Paroikiá bay; the passages between Mávros Toúrlós and Portés are

*Charts 2682, 2836a, 2606, 2158b, 449.*

*Chart 1837.*

deep, but vessels, when approaching Paroikiá bay from westward are recommended to pass northward of all these islets and rocks.

**Outlying rock.—Light.**—Mérmingas rock, which is steep-to, lies about 7 miles north-north-westward of Cape Áyios Fokás, page 140. 6  
See view of Páros island from the rock on chart 1837.

A light (*Lat. 37° 12' N., Long. 25° 04' E.*) is exhibited, at an elevation of 52 feet (15<sup>m</sup>8), from a white iron tower, 10 feet (3<sup>m</sup>0) in height, situated on Mérmingas rock.

**Páros.**—This island appears like a round mountain with two peaks, 10  
which are about three-quarters of a mile apart; Mount Áyios Ilías, the north-western peak, is 2,533 feet (772<sup>m</sup>1) high, and Mount Korombfli, the south-eastern peak, is 2,450 feet (746<sup>m</sup>8) high. The land from these elevations slopes evenly down to the cultivated plains below, which are mainly at the north-eastern and south-western ends of the island. 15  
Paroikiá, the capital, is situated on the north-western side of the island.

Páros is celebrated for its white marble quarries.

**Paroikiá bay.—Dangers.**—This bay is situated near the middle of the north-western side of Páros and is entered between Cape Áyios 20  
Fokás and a point about three-quarters of a mile southward; the entrance is contracted to a width of about 4½ cables by shoals which extend from both sides. The bay is open westward, and the chain of islets and rocks, extending from the northern end of Andíparos, page 140, lies in the western approach. On the eastern side of the 25  
northern approach, an islet lies about half a mile northward of Cape Áyios Fokás and a cable offshore.

On the northern side of the entrance to Paroikiá bay, a shoal, with depths of less than 5 fathoms (9<sup>m</sup>1) over it, extends south-westward from Cape Áyios Fokás for about a cable and south-eastward for 30  
about 2½ cables. On the southern side of the entrance, Péponas, an islet with an above-water rock close northward, lies about 1½ cables north-westward of the southern entrance point on a shoal, with less than 5 fathoms (9<sup>m</sup>1) over it, which extends from that point for a distance of nearly 2 cables in the same direction. A rock, with a depth of 35  
3 feet (0<sup>m</sup>9) over it, lies near the end of a shoal which extends about 2 cables north-north-westward from a point, situated about 3 cables eastward of the southern entrance point; a detached shoal, with a depth of 5½ fathoms (9<sup>m</sup>6) over it, lies about 2½ cables north-westward 40  
of the same point.

Paroikiá reef, marked by a light-structure, and surrounded by a bank, with less than 5 fathoms (9<sup>m</sup>1) over it, which is as much as a cable wide on its south-eastern side, lies near the middle of the bay about half a mile east-south-eastward of Cape Áyios Fokás. Áyios 45  
Yeóryios church, situated about 1½ miles east-north-eastward of Cape Áyios Fokás, in line with a point, about 7 cables eastward of the same cape, bearing about 068°, leads south-eastward of the shoal extending from Cape Áyios Fokás and north-westward of Paroikiá reef. See view B on chart 1837.

In the middle of the bay, the bottom consists of sand and mud, 50  
but it is not suitable for large vessels; the best berth is northward of the town.

The town of Paroikiá stands on the south-eastern side of the bay; two small piers extend from the southern side close northward of the

*Chart 1837.*

town. Paroikiá is connected to the general telegraph system and is in steamer communication with Síros and the adjacent islands.

**Lights.**—A light is exhibited, at an elevation of 44 feet (13<sup>m</sup>4), 5 from a mast on a dwelling, 32 feet (9<sup>m</sup>8) in height, situated on Cape Áyios Fokás.

A light (*Lat.* 37° 05' N., *Long.* 25° 09' E.) is exhibited, at an elevation of 24 feet (7<sup>m</sup>3), from a white obelisk on a column with a red band, 13 feet (4<sup>m</sup>0) in height, situated on Paroikiá reef.

10 A light is exhibited from each pierhead.

*Chart 1832, plan of Port Naoussa.*

**Náoussa bay.**—**Dangers.**—This bay, on the northern side of Páros, and open northward, is one of the best in the Kikládhes and capable of containing a large number of vessels.

15 Náoussa (Naoussa) bay is entered between Cape Kórakas (Korax), situated about 6 miles north-eastward of Cape Áyios Fokás, page 140, and a point, about 1½ miles east-south-eastward. Cape Kórakas is the northern extreme of a peninsula, which is joined to Páros by a narrow isthmus.

20 On the eastern side of the approach, a shoal, with a depth of 2½ fathoms (5<sup>m</sup>0) at its outer end, extends north-north-eastward from the eastern entrance point for about 1½ cables, and the island of Gaídhouri (Hebreo), 121 feet (36<sup>m</sup>9) high, lies about a cable further north-north-eastward. A rocky shoal, with a depth of 1½ fathoms 25 (2<sup>m</sup>7) at its outer end, extends northward of a point, situated about a quarter of a mile south-westward of the eastern entrance point for about a cable.

Within the entrance, except between Cape Kórakas and Cape Almirós, about 7½ cables south-eastward, the shores of the bay are 30 bordered by a coastal bank on which there are above water and sunken rocks in places, and both sides of the bay are encumbered with islands.

Áyios Ioánnis (Yanni) bay lies in the northern part of the western side of Náoussa bay and is entered between Cape Tourkos, 3½ cables 35 southward of Cape Almirós and a point about half a mile westward.

Áyios Artémois and Ayía Kalí, three-quarters of a cable south-westward are two islets lying on a shallow spit which extends offshore for about 3 cables from a point situated about 6 cables south-south 40 westward of Cape Tourkos; a rocky shoal, with a depth of one foot (0<sup>m</sup>3) over it, lies about 1½ cables east-south-eastward from the south-eastern extreme of Áyios Artémios.

Lángerí bay lies on the eastern side of Náoussa bay, and is entered from westward between a point, situated about 1½ miles eastward of 45 Cape Tourkos, and Mávros, an islet, about 3½ cables further south-south-westward; a rock, with less than 6 feet (1<sup>m</sup>8) over it, lies nearly in the middle of this entrance, and a shoal, with a depth of 4½ fathoms (8<sup>m</sup>7) over it, lies nearly in the middle of the bay, about 3½ cables north-eastward of Mávros.

50 Plastirá bay is situated at the south-western end of Náoussa bay; the head of this bay is shallow and the land on its south-western side is low and cultivated.

The town of Náoussa is situated on the southern side of Náoussa bay.

**Light.**—A light (*Lat.* 37° 09' N., *Long.* 25° 14' E.) is exhibited, at an

*Charts 1837, 2682, 2836a, 2158b, 449.*

*Chart 1832, plan of Port Naussa.*

elevation of 193 feet (58<sup>m</sup>8), from a square tower on a dwelling, 32 feet (9<sup>m</sup>8) in height, on Cape Kórakas. *See view.*

**Anchorage.—Directions.**—There is well sheltered anchorage, in depths of from 6 to 9 fathoms (11<sup>m</sup>0 to 16<sup>m</sup>5), mud, or sand and weeds, 5 in Áyios Ioánnis bay. In entering this bay, the north-eastern entrance point should be given a berth of more than a cable.

Merchant vessels generally anchor in Plastirá bay, south-westward of Áyios Artémios and Áyios Kalí, in depths of from 4 to 5 fathoms (7<sup>m</sup>3 to 9<sup>m</sup>1). 10

There is also well sheltered anchorage in Lángeri bay, in a depth of about 7 fathoms (12<sup>m</sup>8) ; on approaching this anchorage vessels should pass between the northern end of Mávro and the rock, with less than 6 feet (1<sup>m</sup>8) over it, which lies 1½ cables southward of the northern entrance point of the bay. 15

**North-eastern and eastern coasts of Páros.—Light.**—Several islets, rocks and shoals lie off the north-eastern end of Páros ; with the exception of Gaídhouri, page 142, from the north-eastern end of which foul ground extends for three-quarters of a cable, the outer islets are steep-to on their northern and eastern sides. The Tourlítes, 20 a group of islets, the largest of which is 75 feet (22<sup>m</sup>9) high, are the northernmost of these islets, and lie about 3 cables east-north-eastward of Gaídhouri. Fónisses, an islet, lies near the outer end of a spit together with some above-water and sunken rocks, which extends 5 cables north-north-eastward from a point situated 3½ cables north- 25 westward of Cape Gría (Agria), the north-eastern extreme of Páros ; Ovríókastro (Turko), an islet, 108 feet (32<sup>m</sup>9) high, lies close eastward of Fónisses.

*Chart 1837.*

The eastern coast of Páros is indented by several bays affording 30 little or no shelter ; there are no off-lying dangers other than those off the western coast of Náxos, which are described on page 145.

A light (*Lat.* 37° 03' N., *Long.* 25° 17' E.) is exhibited, at an elevation of 76 feet (23<sup>m</sup>2), from a white iron tower with a concrete base, 10 feet (3<sup>m</sup>0) in height, on Cape Krátzi (Krazi), situated on the eastern side of 35 Páros about 6 miles southward of Cape Gría.

*Chart 1832, plan of Port Trio.*

**Trio bay.**—This bay, on the south-eastern side of Páros, is formed by a bight between Cape Khióni, situated about 3 miles south-south-westward of Cape Krátzi, and Cape Pírgos, about 1½ miles south- 40 westward, on its north-western side, and the island of Trío, about three-quarters of a mile eastward of Cape Pírgos, on its south-eastern side.

A rocky spit, with a depth of 1½ fathoms (2<sup>m</sup>3) at its outer end, extends for about 1½ cables from the middle of the southern side of 45 Trío, and a bank, with less than 5 fathoms (9<sup>m</sup>1) over it, extends from the north-western end of the island for about 1½ cables.

Trío bay is protected, at its north-eastern end, by the islets of Makró, which lies about three-quarters of a mile north-eastward of Trío, and Práso, about 3 cables further northward and 3½ cables 50 off the eastern coast of Páros. A rocky shoal, with depths of less than 6 feet (1<sup>m</sup>8) over it, extends southward of Makró for about a cable, and a shoal, on which there are some above-water rocks, extends from the northern end of the same islet for about 1½ cables, leaving

*Chart 1832, plan of Port Trío.*

a very narrow passage between its northern end and the shoal with which Práso is surrounded. The coastal bank, with depths of less than 5 fathoms (9<sup>m</sup>1) over it, extending from the eastern coast of

5 Páros, abreast Práso, is between 1½ and 2 cables wide.

The coast between Capes Khióni and Pírgos, which is cultivated inland, is fronted by a bank, with less than 5 fathoms (9<sup>m</sup>1) over it, about 2½ cables wide, and there are some rocks, both above-water and awash, lying close offshore.

- 10 Trío bay affords good anchorage in summer, but being exposed to south-westerly and southerly winds, which cause a considerable swell, it is unsafe in winter. Vessels may anchor where convenient, but the best berth is nearer Trío island than the coast of Páros, in a depth of 7 or 8 fathoms (12<sup>m</sup>8 or 14<sup>m</sup>6), sand and weeds. See view on plan.

*15 Chart 1837.*

Náxos.—This island, the largest of the Kikládhes, lies eastward of Páros, separated by a channel which is 2½ miles wide in its narrowest part. Náxos is mountainous throughout its length; Mount Zévs (Zia), the summit, is elevated 3,290 feet (1,002<sup>m</sup>8) and is situated about

20 7½ miles north-north-eastward of Cape Katoméri, the southern extreme of the island; Mount Kóróna, 3,250 feet (990<sup>m</sup>6) high, lies about 5 miles southward of Cape Stavρός (Stauro), the northern extreme of the island.

South-western coast of Náxos.—Dangers.—Cape Moní lies on

25 the south-western side of Náxos about 1½ miles north-westward of Cape Katoméri, with Cape Gaitáni midway between. A shoal, with a depth of 2½ fathoms (4<sup>m</sup>1) over it, was reported, in 1884, to lie three-quarters of a mile westward of Cape Gaitáni.

Between Cape Moní and Cape KouROUPA (Kurupa), on which there

30 is a small chapel, about 3 miles north-westward, there is a bight. Mávros Vrákhos (Black rock), above-water and surrounded by a shoal, lies in this bight about 1½ miles north-north-westward of Cape Moní and 6 cables offshore.

Cape Ái-Yiánnis (Ioannis point) lies about three-quarters of a mile

35 northward of Cape KouROUPA; a rocky shoal, with a depth of 1½ fathoms (2<sup>m</sup>7) near its outer end, extends north-westward of Cape Ái-Yiánnis for about 3 cables.

Cape Parthénos projects from the coast, which is low, about 2½ miles north-north-westward of Cape Ái-Yiánnis. Two islets, close together,

40 lie about 3 cables westward of Cape Parthénos. A bank, with depths of less than 5 fathoms (9<sup>m</sup>1) over it, extends north-westward from Cape Parthénos for about 3½ cables; near the edge of this bank there is an islet, with a rock, having a depth of less than 6 feet (1<sup>m</sup>8) over it, close westward.

45 Between Cape Parthénos and the south-eastern entrance point of Áyios Prokópios bay, page 145, about 2½ miles north-north-westward, the coast is bordered by a bank, nearly half a mile wide, on which there are sunken rocks in places.

Áspro rock, about 50 feet (15<sup>m</sup>2) high, lies on the centre of a rocky

50 shoal situated about 1½ miles north-north-westward of Cape Parthénos, and from 6 to 9 cables offshore. Láros rocks are a group of above-water and sunken rocks lying from 2 to 3 cables south-eastward of Áspro rock (*Lat.* 37° 03' N., *Long.* 25° 22' E.).

**Anchorage.**—Good anchorage will be found about half a mile

*Charts 2682, 2836a, 2606, 2158b, 449.*

*Chart 1837.*

eastward of Cape Kouíroupa, sheltered from all northerly winds, in a depth of 9 fathoms (16<sup>m</sup>5), sand and weeds. Anchorage may also be obtained off a small bay situated 1½ miles east-south-eastward of the above cape.

**Current.**—During north-easterly winds, or in calms, the current between Páros and Náxos sets southward at the rate of about 1½ knots, but with westerly winds it sets northward at the rate of one knot. Also between Náxos and the group of islets south-eastward of it, the current is similarly affected, setting through the channels south-  
westward and southward with north-easterly winds and calms at the rate of 1½ knots, and with westerly winds north-eastward and north-ward at the rate of one knot.

**Off-lying rocks.**—Amarídhēs (Amarídi) rocks, a reef of above-water and sunken rocks, lie in the south-western approach to Áyios Prokópios bay, nearly in the middle of the channel between Náxos and Páros islands. The largest of the above-water rocks lies about 2½ miles north-westward of Cape Parthénos. The reef, which sometimes breaks heavily, extends north-eastward from the largest above-water rock for about 2½ cables and southward for the same distance. A detached 7-fathom (12<sup>m</sup>8) patch lies about 6 cables southward of the largest above-water rock.

**Áyios Prokópios bay.**—**Dangers.**—The entrance to Áyios Prokópios (Procopi) bay lies between its south-eastern entrance point, previously mentioned, and Cape Prokópis, the western extreme of Náxos (*Lat.* 37° 04' N., *Long.* 25° 21' E.), about 1½ miles north-westward. The church of Áyios Nikólaos stands on the south-eastern entrance point of the bay. A rock, with less than 6 feet (1<sup>m</sup>8) over it, lies near the edge of the coastal bank, about 3 cables south-westward of Áyios Nikólaos church, and a 4-fathom (7<sup>m</sup>3) patch lies about half a mile west-south-westward of the same church. A rock, with a depth of less than 6 feet (1<sup>m</sup>8) over it, lies in the approach to the bay, about 6½ cables south-westward of Cape Prokópis. A shoal, with a depth of 4½ fathoms (7<sup>m</sup>8) over it, lies about 2½ cables south-south-eastward of Cape Prokópis, and a rocky shoal, with 4½ fathoms (8<sup>m</sup>7) over it, lies about 1½ cables further south-south-eastward.

**Anchorage.**—**Directions.**—Áyios Prokópios bay affords good anchorage with all northern winds, in depths of from 6 to 7 fathoms (11<sup>m</sup>0 to 12<sup>m</sup>8), sand and weeds.

A vessel approaching the bay at night, from west-south-westward, should do so in the *green* sector of Cape Krátzi light, between the bearings of 250° and 260°, which leads between Amarídhēs rocks and the rock, with less than 6 feet (1<sup>m</sup>8) over it, which lies 6½ cables south-westward of Cape Prokópis.

**North-western coast of Náxos.**—Cape Moungrí (Mungri) lies about 1½ miles north-north-eastward of Cape Prokópis.

*Chart 1832, plan of Naxia bay.*

Náxos bay, page 146, is entered between Cape Moungrí and Vákkhos (Bacchus), an islet, connected to the northern mole of Náxia harbour, about 1½ miles north-eastward. An above-water rock lies close northward of Cape Moungrí, and depths of less than 5 fathoms (9<sup>m</sup>1) extend north-westward from the cape for about a cable.

Frourós (Phrouros) rocks, three in number, lie in the south-western approach to Náxos bay, about 3 cables northward of Cape Moungrí ;

*Chart 1832, plan of Naxia bay.*

a shoal, with a depth of  $1\frac{1}{2}$  fathoms ( $3^m2$ ) over it, lies half a cable westward of Frourós rocks, and shoals, with depths of 2 fathoms ( $3^m7$ ) and 3 fathoms ( $5^m5$ ) over them, respectively, lie one and two cables  
5 north-north-westward of the same rocks.

Strongiló, a hill, 500 feet ( $152^m4$ ) high, is situated about 4 cables southward of Cape Moungrí.

*Chart 1837.*

The coast between Vákkhos and Cape Stavrós (*Lat.*  $37^\circ 12' N.$ ,  
10 *Long.*  $25^\circ 33' E.$ ), about 10 miles north-eastward, is cliffy for the greater part, forming several coves, at the heads of which are sandy beaches. Cape Akhápsi (Akapsi) lies about  $2\frac{1}{2}$  miles north-eastward of Vákkhos, and Cape Áyios Mámas, about  $3\frac{1}{2}$  miles further north-eastward. This stretch of coast is bordered by a narrow bank, with less than 5 fathoms  
15 ( $9^m1$ ) over it, with above-water and sunken rocks lying close offshore; this bank, however, does not extend more than  $1\frac{1}{2}$  cables from the various points. Between Cape Áyios Mámas and Cape Stavrós, the coast is steep-to.

*Chart 1832, plan of Naxia bay.*

20 **Náxos bay.**—The entrance to Náxos (Naxia) bay, which is open northward, is described on page 145. The southern side of Náxos bay is low, broken, and fringed by above-water and sunken rocks; a bank on which there are depths of less than 5 fathoms ( $9^m1$ ), extends offshore for  $3\frac{1}{2}$  cables in places. The two entrances of a salt lagoon lie  
25 about three-quarters of a mile and one mile, respectively, east-south-eastward of Cape Moungrí, and the plain of Náxos lies eastward of the lagoon.

Vákkhos islet derives its modern name from a temple, of which only the western portion now remains, consisting of two marble slabs  
30 standing erect and one laid across the top.

Between Vákkhos islet and a point, near which is Áyios Yeóryios church, about half a mile southward, there is a bight, known as Náxia harbour, the shore of which is fronted by broken, shallow, rocky ground. The town of Náxia, built on a conical hill, lies at the head of this bight.  
35 The mole which connects Vákkhos islet with the coast eastward, also extends from the south-western end of that islet in a south-westerly direction as far as the edge of the coastal bank, with less than 5 fathoms ( $9^m1$ ) over it, which is about 3 cables wide off the town; a mole, about one cable long, is situated close off the northern end of the town;  
40 a short mole extends north-westward from the point at the southern end of the above-mentioned bight. A short pier extends offshore near the middle of the bight; close north-westward of the head of this pier, there is an islet with a church on it. A windmill stands on the coast northward of the town.

45 Náxia is connected to the general telegraph system.

**Anchorage.**—The usual anchorage is about half a mile westward of the town, in depths of from 6 to 7 fathoms ( $11^m0$  to  $12^m8$ ), sand and weeds; further westward the depths increase somewhat rapidly. A swell nearly always sets into the bay, and the anchorage is not con-  
sidered as safe as that in Áyios Prokópios bay.

**Magnetic observations.**—See Appendix IV, page 428.

*Chart 1837.*

**South-eastern coast of Náxos.**—The coast from Cape Katoméiri to Cape Pánormos (Panermo), about 5 miles north-eastward, is bold

*Charts 2682, 2836a, 2158b, 449.*

*Chart 1837.*

and steep-to, forming several small bays. Temporary anchorage may be had during fine weather in Kálando bay, lying westward of Cape Kálando, which is situated about 2 miles north-eastward of Cape Katoméri.

Dhílos (Delo) rocks is a dangerous shoal lying about  $6\frac{1}{2}$  cables south-westward of the south-western extreme of Cape Pánormos and from 3 to 6 cables offshore. On this shoal there are two rocks, with less than 6 feet ( $1^m8$ ) over them, about 2 cables apart; depths of 3 fathoms ( $5^m5$ ) extend from the south-eastern rock for about 2 cables.

**Off-lying islets.—Light.**—Koufó islands, a group of several barren, rocky islands and islets, some of which are inhabited, lie off the south-eastern side of Náxos, separated by a channel, 3 miles wide at its south-western end and 2 miles wide at its north-eastern end, which, with the exception of Dhílos rocks is clear and deep. The principal islands beginning from south-westward are Iráklia (Heraklia), situated with its northern extreme about 3 miles south-south-westward of Cape Katoméri; Ekhoinoúsa (Echinosa); Káto Koufó; and Áno Koufó (Apano-Kupho), lie in a line within about  $8\frac{1}{2}$  miles north-eastward of Iráklia. Another group, consisting of Káros, Dhríma (Drima) and Andíkaros (Antikaros) lies south-eastward of the Koufó islands, the latter at a distance of about  $6\frac{1}{2}$  miles and nearly midway between Káros and Amorgós, page 136; besides these there are several smaller islets and rocks, the positions of which can best be seen on the chart.

The western of the two Avélas islets lies about a mile westward of the western extreme of Iráklia, and the eastern, about 2 cables off the same extreme.

A light (*Lat.  $36^{\circ} 49' N.$ , Long.  $25^{\circ} 24' E.$* ) is exhibited, at an elevation of 131 feet ( $39^m9$ ), from a white iron tower, situated on the summit of the western Avélas islet.

Káto Koufó and Áno Koufó are only about  $1\frac{1}{2}$  cables apart, with depths of not more than  $4\frac{1}{2}$  fathoms ( $8^m2$ ) between. In the bight formed at the eastern end of the channel between the two islands, temporary anchorage may be obtained in depths of from 6 to 8 fathoms ( $11^m0$  to  $14^m6$ ), sand, but exposed to winds between north-east and south-east.

Kopriá islet, which is steep-to all round, is the northernmost of the Koufó islands and lies about  $2\frac{1}{2}$  miles north-north-eastward of the eastern extreme of Áno Koufó.

**Eastern coast of Náxos.**—Between Cape Pánormos and Cape Moutsoúna (Mutsoma), about  $8\frac{1}{2}$  miles northward, the coast is nearly straight. Cape Moutsoúna is a prominent headland projecting eastward from the coast for a distance of about three-quarters of a mile and has a large rock close off its extremity.

There is anchorage with all offshore winds in Moutsoúna bay, on the southern side of the cape. Vessels loading emery here, if not drawing more than 22 feet ( $6^m7$ ), usually anchor off a small jetty with stern fasts to the shore, the cargo being shipped from lighters. It is impossible to load if there is a swell or with on-shore winds, even a northerly wind makes it difficult. There are shoals on both sides of the berth, and a vessel should be prepared to leave at a moment's notice. A vessel should approach Moutsoúna bay on a north-westerly course, with a conspicuous white house, half way up a hill, in line with



*Chart 1837.*

the largest white house to the left of the small jetty, and anchor northward of the jetty in such a position that she can veer the cable necessary for her stern to be from a quarter to half a cable offshore  
5 when secured ; there are bollards on shore for securing the stern.

Between Cape Moutsoúna and Cape Stavrós, the northern extreme of Nákos, about 8 miles north-north-westward, the coast is slightly irregular, with one or two small bays ; the spurs of the hills from Mount Kóróna, page 144, reach this coast ; except along the shores of  
10 the light between Cape Moutsoúna and a point about  $1\frac{1}{4}$  miles north-north-westward, this stretch of coast is steep-to. At Apollóna bay, about  $1\frac{1}{2}$  miles south-eastward of Cape Stavrós, there is an unfinished colossal statue, lying in an ancient marble quarry.

**Off-lying islets.**—Mákares (Makaríæ) isles are three rocky islets  
15 lying about  $3\frac{1}{2}$  miles eastward of Cape Moutsoúna ; the two northern islets, Áyios Nikólaos and Prasíni, are nearly joined, and have a depth of only one fathom (1<sup>m</sup>8) between them. Strongíli, the southernmost islet, lies a quarter of a mile southward of Prasíni, with considerable depths between. A rock, with a depth of less than 6 feet (1<sup>m</sup>8) over  
20 it, lies close off the southern end of Strongíli.

*Chart 1866.*

Dhenóusa (Denusa), an islet, 1,605 feet (489<sup>m</sup>2) high, lies about 4 miles north-eastward of the Mákares isles, with considerable depths between. Roussa (Rusa) bay, with a cove at its head, lies on the  
25 north-eastern side of the islet, and, on the northern side of the bay is Skílo (Trigono), an islet, the south-western end of which is connected to Dhenóusa, westward, by a bank, with a depth of 4 fathoms (7<sup>m</sup>3) over it ; Skílo shelters the above-mentioned cove from north-eastward. A group of above-water rocks lies about 3 cables off a point on the  
30 northern side of Dhenóusa, situated between Cape Kalóta, the north-eastern extreme of the islet, and Cape Áspro, the north-western extreme, about 3 miles west-south-westward. On the southern side of the islet there are three small bays ; at the head of Dhéndron (Chendro) bay, the middle one, there is a small village with a con-  
35 spicuous white chapel on the western side of the stream which flows into the bay.

*Chart 2836a.*

**Outlying rock.**—Melántioi (Buey) rocks (Lat.  $37^{\circ} 14' N.$ , Long.  $25^{\circ} 56' E.$ ) lie, isolated, at a distance of about  $7\frac{1}{2}$  miles north-eastward  
40 of Dhenóusa. One of these rocks is 180 feet (54<sup>m</sup>9) high, and pyramidal in shape, bold, rugged and surrounded by a narrow bank ; above-water and sunken rocks extend for about half a cable from the eastern end of this rock, but at the distance of one cable the depths are considerable.

*Chart 1542.*

**SÍROS.**—Síros (Syra), an island, which is hilly, is situated about 19 miles north-north-westward of Páros, page 141. Mount Pírgos (Pyrgo), the summit, elevated 1,450 feet (442<sup>m</sup>0), lies about 4 miles south-south-eastward of Cape Trimeson, the northern extreme of the island, and Mount Nítes, 967 feet (294<sup>m</sup>7) high, lies in the southern  
50 part of the island, about  $2\frac{1}{2}$  miles north-eastward of Cape Viglostási (Vilostasi), the south-western extreme. Síros is cultivated.

The coast of Síros is indented by a number of bays and coves, but they are all open and exposed. The coast is for the most part steep-to,

*Charts 1815, 2682, 2836a, 2158b, 449.*

*Chart 1542.*

but there are a few off-lying dangers, and some portions of the coast are fringed by a narrow coastal bank.

The town of Síros, the capital, built on the site of the ancient Greek city, is situated along the northern and western sides of Síros harbour, on the eastern side of the island, and is a port of considerable importance in the Grecian archipelago. 5

**Light.**—A light (*Lat.*  $37^{\circ} 31' N.$ , *Long.*  $24^{\circ} 53' E.$ ) is exhibited, at an elevation of 203 feet (61<sup>m</sup>9), from a white iron tower with a concrete base, 11 feet (3<sup>m</sup>4) in height, on Cape Trimeson. 10

**Western side of Síros.—Dangers.**—Between Cape Viglostási, the south-western extreme of Síros, and Cape Atsinganókastro (Asikono), about  $2\frac{1}{2}$  miles north-north-westward, there is a bight in the south-western side of Síros, in which there are several islets. Foinikas (Krasi) bay, at the head of which there is some cultivated ground, lies in the north-eastern part of this bight. 15

Strongiló, an islet, lies about three-quarters of a mile northward of Cape Viglostási and 2 cables offshore.

Skino, an islet, 82 feet (25<sup>m</sup>0) high, lies about a quarter of a mile northward of Strongiló and  $1\frac{1}{2}$  cables off the coast, to which it is connected by a bank, with a depth of about  $2\frac{1}{2}$  fathoms (4<sup>m</sup>1) over it; a bank, with a depth of 2 fathoms (3<sup>m</sup>7) over it, extends westward of this islet for about half a cable. 20

Psátho, an islet with a narrow shallow bank extending about half a cable from its western side, lies in the approach to Foinikas bay, about half a mile south-eastward of Cape Atsinganókastro. 25

Cape Katakéfalos (Capitaniki), southward of which is Galissás bay, lies about 2 miles northward of Cape Atsinganókastro.

Dhelfíno (Delphini) bay is entered between a point about  $1\frac{1}{2}$  miles north-eastward of Cape Katakéfalos and the southern extreme of Cape Trákhilos (Trakhyta head), about three-quarters of a mile further north-eastward. Dhelfíni reef, over which there is a depth of 2 fathoms (3<sup>m</sup>7), lies about  $3\frac{1}{2}$  cables north-westward of the southern entrance point of Dhelfíno bay. The eastern side of Varvaroussa (Barbarusa), an islet, lying close offshore about  $3\frac{1}{2}$  cables northward of the north-western extreme of Cape Trákhilos, bearing more than  $022^{\circ}$  and well open westward of that extreme, leads westward of this danger. 35

Cape Sarakíniko (Saraceniko) lies about a mile northward of the north-western extreme of Cape Trákhilos. A rock, with a depth of less than 6 feet (1<sup>m</sup>8) over it, lies about half a mile northward of Cape Sarakíniko and  $1\frac{1}{2}$  cables offshore. 40

Cape Grámmata, lying about a mile southward of Cape Trimeson, page 148, is a rocky precipice, shaped like a bell, and stands out prominently from the background; Cape Grámmata is of a light yellow colour, and is conspicuous from westward. 45

**South-eastern side of Síros.—Danger.**—Cape Khondrá tís Váris (Xodra head) lies on the south-eastern side of Síros, about  $3\frac{1}{2}$  miles east-north-eastward of Cape Viglostási, and Cape Fokótripes (Phokia), the eastern extreme of the island, lies about  $1\frac{1}{2}$  miles further north-eastward. 50

Tripa (Trypa) reef, with a depth of  $1\frac{1}{2}$  fathoms (2<sup>m</sup>7) over it, lies in the middle of a shoal situated about 4 cables southward of Cape Fokótripes, and from 3 to 5 cables offshore. The southern extreme of the coast near Cape Viglostási, bearing  $252^{\circ}$ , and open south-east-

*Chart 1542.*

ward of Cape Khondrá tis Varís, leads south-eastward, and the north-eastern side of Síros island, northward of Cape Ármēna, in line with the western extreme of Gaídháros island, bearing about  $345^\circ$ , leads  
 5 north-eastward of this shoal. Cape Ármēna (Armino) is situated about  $3\frac{1}{2}$  miles north-north-westward of Cape Fokótripēs (*Lat.*  $37^\circ 24' N.$ , *Long.*  $24^\circ 59' E.$ ).

**Off-lying islet.—Dangers.**—Áspro, an islet, elevated at its southern end and sloping northward, lies about one mile east-south-eastward  
 10 of Cape Fokótripēs. Áspro is steep-to on its southern side, but a shallow rocky ridge extends 3 cables north-westward from the western end of the islet, having a rock, awash, near its extremity. A reef extends from the north-eastern end of Áspro for about  $1\frac{1}{2}$  cables and a shoal, with a depth of  $3\frac{1}{4}$  fathoms ( $6^m9$ ) over its outer end, extends  
 15 for the distance of about one cable further north-eastward; this shoal is steep-to on its north-eastern side. The passage between Áspro and Síros may be safely used by keeping the western end of Gaídháros in line with the north-eastern extreme of Síros bearing  $345^\circ$ .

**Eastern side of Síros.—Off-lying islands.**—Gaídháros, an  
 20 island about 128 feet ( $39^m0$ ) high, lies about  $1\frac{1}{2}$  miles northward of Cape Fokótripēs and half a mile off the eastern side of Síros. Gaídháros affords some shelter to the anchorage off Síros harbour with southerly winds. An islet lies about a cable off the eastern end of Gaídháros, connected to it by a shoal, with depths of 3 fathoms ( $5^m5$ ) over it.  
 25 A rock, nearly awash, lies a quarter of a cable off the northern extreme of Gaídháros.

Fair anchorage, sheltered from north-easterly winds which, at times blow strongly, may be obtained in depths of from 12 to 18 fathoms ( $21^m9$  to  $32^m9$ ), coarse sand and shell with patches of weed, between  
 30 Gaídháros and the coast south-westward; this is also a good anchorage in summer.

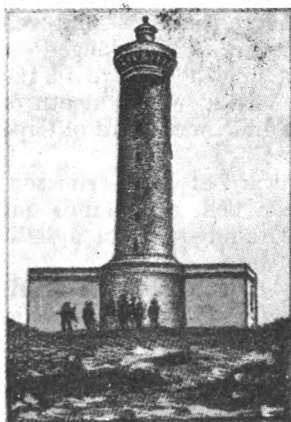
Síros harbour, page 151, lies at the head of a bay, which is open eastward, between Cape Kondoyiánnis (Kadoyari), situated about  
 35 2 miles north-north-westward of Cape Fokótripēs, and Cape Vapória, about a mile further north-north-westward; from a point about a quarter of a mile southward of Cape Vapória, a peninsula extends southward and is prolonged by Nisaki mole.

From Cape Ármēna, described above, the coast trends northward for  $2\frac{3}{4}$  miles to Cape Kalóyerōs, and thence north-westward for  $2\frac{1}{2}$  miles to Cape Trímeson, the northern extreme of Síros.

**Lights.**—A light (*Lat.*  $37^\circ 25' N.$ , *Long.*  $24^\circ 59' E.$ ) is exhibited, at an elevation of 224 feet ( $68^m3$ ), from a circular stone tower, 96 feet ( $29^m3$ ) in height, on the western peak of Gaídháros. *See view.*

A light is exhibited, at an elevation of 57 feet ( $17^m4$ ), from a white hut with a red lantern, 20 feet ( $6^m1$ ) in height, on Cape Kondoyiánnis.

A light is exhibited, at an elevation of 33 feet ( $10^m1$ ), from a red



*Gaídháros island lighthouse.*

*Chart 1542.*

iron column and hut, 19 feet (5<sup>m</sup>8) in height, near the head of Nisaki mole.

For the light on Cape Trimeson, *see* page 149.

*Chart 1542, plan of Syra harbour.*

**Síros harbour.**—**Beacon.**—Síros harbour is entered between 5 Cape Kondoyiánnis and the head of Nisaki mole, half a mile north-north-westward. Nisaki mole, which is only 3 feet (0<sup>m</sup>9) high, encloses an area which affords excellent protection in bad weather. The holding ground, however, is not good, and vessels are likely to drag their anchors in strong north-north-easterly winds, and also 10 in strong south-westerly winds.

The sides of the bay are bordered by a bank, with less than 3 fathoms (5<sup>m</sup>5) over it, which, in the south-western part, is rocky and about a cable wide. A detached shoal, with a depth of 1½ fathoms (2<sup>m</sup>7) over it, lies about 6 cables westward of Cape Kondoyiánnis and about 15 1½ cables offshore; this shoal is marked by a beacon surmounted by a white cylinder. The lazaretto, a conspicuous building, stands on the southern side of the bay, about 4 cables westward of Cape Kondoyiánnis, *see* view on chart 1542. A factory with a conspicuous chimney stands on the western side of the harbour about 4 cables 20 west-north-westward of the lazaretto.

**Berthing.**—Vessels drawing 20 feet (6<sup>m</sup>1) lie safely to the quay at the head of the harbour, with their sterns secured to bollards thereon. Larger vessels, to avoid impeding the navigation of the harbour and for the benefit of the cooler air, lie farther out with their sterns fast 25 to bollards on Nisaki mole; it is advisable to lay the anchors well ahead to give them a firm hold, but, when berthing off the mole, it is necessary to bear in mind that vessels secured on the western side of the harbour may have their anchors laid out well over on the eastern side of the harbour. The bollards on the mole should not be too 30 much relied on, in strong winds, as it is only built of loose blocks of stone; because of this, some vessels have laid out anchors on the far side of the mole to which they have secured their stern hawsers. A vessel may haul her stern close to the mole, there being considerable depths within 20 yards (18<sup>m</sup>3) of it. 35

**Anchorage.**—**Prohibited anchorage.**—Anchorage may be obtained in the southern part of the harbour in a depth of 10 fathoms (18<sup>m</sup>3), sand, with the point close northward of the lazaretto, bearing 185°, and the conspicuous chimney, previously mentioned, bearing 259°. With a northerly wind, and farther out, coal lighters will not 40 generally be able to remain alongside.

Owing to the existence of submarine telegraph cables, vessels are prohibited from anchoring northward of a line joining the mole-head and the northern extreme of Gaíðharos (*Lat.* 37° 26' N., *Long.* 24° 59' E.). 45

**Pilotage.**—Pilotage is compulsory for all foreign merchant vessels, also for foreign men-of-war other than light craft. The pilot boards the vessel outside the harbour and pilots her to her berth.

**Síros.**—From the mouth of the harbour, Síros together with the town of Old Síros, situated north-westward, presents the appearance 50 of two distinct conical hills covered with white houses, each hill having a church near its summit.

The population, in 1938, numbered about 20,000.

The principal industry is cotton spinning and weaving.

*Charts 1815, 2682, 2836a, 2158b, 449.*

*Chart 1542, plan of Syra harbour.*

**Supplies.**—Small supplies of coal and fuel oil are kept in stock. The coal is supplied in baskets at the rate of from 60 to 80 tons per hour; the coal depôt is situated on the western side of the harbour, westward of the molehead.

Fresh provisions are fairly plentiful. Water is laid on to the quay; it is muddy after rains and should therefore be boiled before drinking.

**Port facilities.**—Repairs to hull and machinery can be effected. There are two slips; details of the larger are given in Appendix I, page 417. One tug is available.

There is a small hospital in the town.

A British Consular Officer resides at Síros.

**Communications.**—Síros is connected to the general telegraph system.

There is frequent steamer communication with the Piraiévs and with other islands in the Archipelago.

**Trade.**—The principal imports are coal, hides, grain and manufactured goods. The principal exports are fruit, vegetables, tobacco, emery stone, etc.

**Climate.**—The climate of Síros is remarkably healthy. In summer it is occasionally sultry in calms, or with southerly or south-westerly winds, and in the lower part of the town, which is built and paved with crystalline limestone, it is then disagreeably hot. Rain water stored in cisterns is used for drinking by the inhabitants.

*Chart 1815.*

**Outlying islet.**—**Light.**—Náta, a flat islet, about 25 feet (7<sup>m</sup>6) high, lies about 3½ miles east-south-eastward of Áspro, page 150. A shoal, with depths of from 3 to 4 fathoms (5<sup>m</sup>5 to 7<sup>m</sup>3) over it, extends as much as 2 cables from its northern side, and Sunk rock, with less than 6 feet (1<sup>m</sup>8) over it, lies about 1½ cables west-south-westward of the islet.

A light (*Lat.* 37° 22' N., *Long.* 25° 04' E.) is exhibited, at an elevation of 46 feet (14<sup>m</sup>0), from a white tower on the terrace of a small house, 16 feet (4<sup>m</sup>9) in height, on Náta.

*Chart 1817, plan of Jura.*

**YIOÚRA.**—Yioúra (Jura), which is inhabited, is situated with its south-eastern extreme about 8 miles north-westward of Cape Trimeson; it is moderately elevated, barren and possesses no harbour, Gláros, an islet, lies close off the south-eastern extreme of Yioúra with an above-water and a sunken rock between them; another islet lies close off the northern side of Yioúra, a short distance eastward of the western extreme. A rock, with less than 6 feet (1<sup>m</sup>8) over it, lies about 3½ cables westward of the northern extreme of the island and a cable offshore. Elsewhere the depths are considerable, and the island is free from off-lying dangers.

*Chart 1815.*

**MÍKONOS GROUP.**—This group consists of the island of Míkonos (Mykoni), situated with Cape Alogómandra (Alogo), its south-western extreme, about 16 miles north-westward of Cape Stavρός, the northern extreme of Náxos, page 144, the islands of Rínfa (Rhenea) and Dhílos (Delos), together with other islets which lie off its south-western side; and Dhrágon (Dragonísos) and the islet of Khtapodhiá

*Charts 2682, 2836a, 2158b, 449.*

*Chart 1815.*

(Stapodia) which lie eastward and east-south-eastward of its eastern side, respectively.

**Rinía.**—This island is situated with Cape Kalóyeros, its north-western extreme, about  $10\frac{1}{2}$  miles east-north-eastward of Cape Fokó-tripes, the south-eastern extreme of Síros, page 149; it is almost divided into two islands by a narrow isthmus. The northern and larger part of the island is elevated 490 feet ( $149^m3$ ) and is the higher of the two.

**Western side of Rinía.—Dangers.**—Misó bay is situated on the south-western side of Rinía between Cape Pódhi (Podi) (*Lat.*  $37^\circ 22' N.$ , *Long.*  $25^\circ 14' E.$ ), the south-western extreme of the island, and a point about  $1\frac{1}{2}$  miles northward; sunken rocks lie about one cable off the shores of this bay in places.

A sunken rock lies about  $1\frac{1}{2}$  cables off a point lying half a mile north-north-westward of the north-western entrance point of Misó bay. Sunken rocks lie a quarter of a mile offshore, about three-quarters of a mile southward of Cape Kalóyeros.

**Anchorage.**—Misó bay affords anchorage during northerly winds in depths of from 8 to 15 fathoms ( $14^m6$  to  $27^m4$ ), sand.

**Eastern side of Rinía.—Danger.**—The eastern side of the southern portion of Rinía, between the south-eastern extreme of the island and a point about  $1\frac{1}{2}$  miles northward, forms the western side of Dhílos (Dili) strait, page 154.

Between the last-mentioned point and a point on the eastern side of the northern portion of the island, about  $1\frac{1}{2}$  miles north-westward, there is a bight. An islet lies close off the north-western entrance point of this bight and, at the head of the bight, is the isthmus connecting the two portions of Rinía.

A small bay, suitable for small vessels with local knowledge, is situated on the southern side of the above-mentioned bight, eastward of the isthmus. A rock, nearly awash, lies about  $1\frac{1}{2}$  cables northward of the extremity of a spur-shaped projection from the south-eastern side of the bay, and the passage in is on either side of the rock; this bay is the only port in the island and is safe, but vessels must moor.

A lazaretto and some storehouses are situated on a peninsula on the western side of the bight previously mentioned, about three-quarters of a mile northward of the isthmus; this peninsula is connected to Rinía by a narrow neck of sand, and on the southern side of the neck there is a small landing pier.

A submerged breakwater has been built in front of the pier to shelter it; its centre and extremities being marked by stone pillars. A boat coming to the pier from the anchorage, after passing the rocks lying off the southern end of the lazaretto, should steer in with the western pillar in line with a conspicuous yellow house; she should then round the pillar close-to, and steer for the pier. This will keep a boat outside the rock in the centre of the bay, which cannot always be distinguished.

**Anchorage.**—There is a fairly well protected berth for a large vessel in depths of from 13 to 14 fathoms ( $23^m8$  to  $25^m6$ ), in the bay on the eastern side of the island southward of the lazaretto, with the belfry of a small Greek church in line with the northern part of a conspicuous white building, bearing  $269^\circ$ , care being taken to avoid the rock on the southern side of the bay before mentioned. These leading

*Chart 1815.*

marks are easily distinguished, as they are the two southernmost white buildings, and situated just northward of the narrow isthmus connecting the northern and southern portions of Rinía island.

*5 Chart 1815, plan of Dili strait.*

**Dhílos strait.**—This is the narrow passage between the south-eastern end of Rinía and the island of Dhílos eastward; it is entered from southward between the south-eastern extreme of Rinía and Cape Granítis, the south-eastern extreme of a low islet almost touching the southern extreme of Dhílos, about three-quarters of a mile south-eastward. Sunken rocks extend for a short distance southward and eastward of Cape Granítis; an above-water rock, with a sunken rock close northward, lies about three-quarters of a cable southward of Cape Granítis, and a detached reef lies about the same distance eastward of the point. Cape Dhíli (Dili), the north-western extreme of the above-mentioned islet, lies about a quarter of a mile north-westward of Cape Granítis.

A shoal, over which there is a depth of  $3\frac{1}{2}$  fathoms ( $6^m4$ ), lies on the eastern side of the strait, about  $1\frac{1}{2}$  cables north-eastward of Cape Dhíli. In the middle of the northern part of the strait, there are two islets, the larger, Megáli Remmatíá (Rematia), with Mikrí Remmatíá (Little Rematia) about  $1\frac{1}{2}$  cables northward of it. Eastward of the southern end of Mikrí Remmatíá, on the coast of Dhílos, remains of a circular mole are to be traced, now filled up with sand, and abreast the middle of the eastern side of the same island, there is a museum on Dhílos, which has a conspicuous red roof.

The passage between the Remmatíá islets and Dhílos is narrow, and not available for navigation, as owing to the deposit of material from excavations carried out in the vicinity, a barrier is gradually being formed across the channel.

The larger and western passage, that between the Remmatíá islets and Rinía, has depths in the fairway of from 4 to 5 fathoms ( $7^m3$  to  $9^m1$ ); with northerly winds a strong current sets southward. A reef extends for about a cable northward from the north-western entrance point of the strait, situated about  $3\frac{1}{2}$  cables westward of Mikrí Remmatíá.

**Anchorage.**—The best anchorage in Dhílos strait is in the northern part, known as Dhílos harbour, in depths of from 9 to 12 fathoms ( $16^m5$  to  $21^m9$ ), good holding ground of dark sand, mud, and weeds. In August, 1927, during a northerly gale, H.M.S. *Broke* anchored in a position with the small islet off the southern end of Megáli Remmatíá, bearing  $357^\circ$ , distant about  $3\frac{1}{2}$  cables, and found the holding ground of sand and rock to be excellent. There is no danger in the fairway of the strait from southward, where it is half a mile wide.

*45 Chart 1815.*

**Dhílos.—Beacon.**—Cape Kakó, the northern extreme of Dhílos, lies about  $1\frac{1}{2}$  miles west-north-westward of Cape Alogómandra, page 152. Mount Kínthos (Cynthus), the summit of Dhílos, 350 feet ( $106^m7$ ) high, on which there is a beacon, is situated about a mile southward of Cape Kakó. Sunken rocks extend for a short distance northward of Cape Kakó (*Lat.*  $37^\circ 25' N.$ , *Long.*  $25^\circ 17' E.$ ).

Dhílos, in ancient mythology, was considered to be the birthplace of Apollo and Artemis (Diana), and it was held so sacred that the islands surrounding it derived from the ancients the name of Kikládhes.

*Chart 1815.*

It was, at one time, a place of considerable importance and there are still remains of numerous ancient buildings.

**Míkonos.**—The largest island of the group, is for the most part rocky with huge blocks of granite strewn over the hills; the greatest elevations are at the north-western and eastern ends of the island, 1,220 feet (371<sup>m</sup>9) and 1,150 feet (350<sup>m</sup>5), respectively. The only cultivated ground is in the vicinity of the town of Míkonos, on the western side of the island. The population, in 1917, was about 7,000.

Áno Merá, a large village, lies in the hills on the south-eastern part of Míkonos island.

**Light.**—A light (*Lat. 37° 29' N., Long. 25° 19' E.*) is exhibited, at an elevation of 604 feet (184<sup>m</sup>1), from an octagonal tower on a dwelling, 62 feet (18<sup>m</sup>9) in height, on Cape Armenistís, the north-western extreme of Míkonos island. Gaps in the land occasionally permit this light to be seen from southward.

**Western side of Míkonos.—Dangers.**—Cape Alogómandra page 152, is the southern extreme of a peninsula joined to the south-western side of Míkonos by a low sandy neck, which is partially cultivated and which separates the head of Kórfos (Korphos) bay from that of Ornós bay.

Práso islets, three in number and close together, lie at the south-eastern end of the channel between Míkonos and Dhílos, about half a mile south-south-westward of Cape Alogómandra; a rock, over which there is a depth of one fathom (1<sup>m</sup>8), lies about 3 cables east-south-eastward of the south-westernmost of the Práso islets. During northerly winds, the current runs strongly southward between these islets and Dhílos. Cape Alogómandra is rocky and foul within a distance of one cable from it and should be avoided.

Áyios Yeóryios islet, with a church on it, lies close off the northern end of the peninsula, previously mentioned, about 2½ miles northward of Cape Alogómandra; the islet is connected to the point by a shallow bank. Kavouíri, an islet, with Kávouras rocks, one of which is above-water, close off its northern end, lies about 1½ cables north-westward of Áyios Yeóryios islet, with depths of 3½ fathoms (6<sup>m</sup>9) between. A shoal, with a depth of 1½ fathoms (2<sup>m</sup>7) over it, extends northward of Kávouras rocks for nearly a cable, and two detached one-fathom (1<sup>m</sup>8) rocky patches lie south-south-westward of Kavouíri at distances of about 2 and 3 cables, respectively. These rocky patches are difficult to distinguish.

There is a bight in the western side of Míkonos between the northern extreme of the above-mentioned peninsula and Cape Toúrlós (Turla), about 2 miles northward. Kórfos bay lies in the southern part of this bight and Toúrlós (Turla) bay in the north-eastern part. The town of Míkonos, which is connected to the general telegraph system, is situated on the coast midway between Kórfos and Toúrlós bays. A small breakwater extends northward from the north-western part of the town, protecting a small bay situated on its eastern side; the south-eastern portion of this bay is shallow.

Míkonos is in steamer communication with Síros and the adjacent islands.

Cape Armenistís, mentioned above, lies about 1½ miles northward of Cape Toúrlós.

**Light.**—A light is exhibited, at an elevation of 29 feet (8<sup>m</sup>8), from



*Chart 1815.*

an iron column on a masonry base, on the head of the breakwater off the town of Míkonos.

**Anchorage.**—Anchorage may be obtained close northward of the head of the breakwater off the town of Míkonos, in a depth of 13 fathoms (23<sup>m</sup>8), good holding ground, but vessels bound through Míkonos strait, page 157, and having to take shelter here in strong "meltems," or north-easterly winds, generally anchor off Toúrilos bay, further northward, in depths of from 9 to 10 fathoms (16<sup>m</sup>5 to 18<sup>m</sup>3), sand with patches of weeds, off the coast situated between two small chapels, about 3 and 8 cables, respectively, east-south-eastward of Cape Toúrilos (*Lat.* 37° 28' N., *Long.* 25° 19' E.).

The safest anchorage, however, is considered to be in the approach to Kórfos bay; though open north-westward, vessels lie here during summer, and at times lay up for the winter. When approaching this anchorage, a vessel should steer for the centre of the low sandy neck at the head of Kórfos bay, and anchor in a depth of 12 or 13 fathoms (21<sup>m</sup>9 or 23<sup>m</sup>8), sand. A small vessel can proceed further in, anchoring in depths of from 3 to 5 fathoms (5<sup>m</sup>5 to 9<sup>m</sup>1), and securing her stern to the shore.

**Southern and eastern sides of Míkonos.**—Ornós bay is approached between Cape Glossídha, situated about half a mile eastward of Cape Alogómandra, and a point about three-quarters of a mile north-eastward. Lázaró, an islet, lies about 1½ cables southward of the last-mentioned point; depths of less than 5 fathoms (9<sup>m</sup>1) extend southward of Lázaró for about a cable.

The western side of the approach to Ornós bay is fringed by a narrow shallow bank and a detached shoal, with a depth of 1½ fathoms (3<sup>m</sup>2) over it, lies about 3½ cables north-north-eastward of Cape Glossídha, and three-quarters of a cable offshore.

In Ornós bay the holding ground is good, but the bay is only suitable for small vessels.

Eastward of Ornós bay, as far as Cape Évros (Euro), the north-eastern extreme of Míkonos island, the coast is indented by several bays. Ayía Ánna bay is entered between Cape Makrokéfalos, situated about 4½ miles eastward of Cape Alogómandra, and a point about 1½ miles north-eastward. Nearly midway between the entrance points of this bay, there is a rocky islet which may be passed at a short distance on either side. With northerly and westerly winds, there is anchorage in Ayía Ánna bay, about a mile north-north-eastward of Cape Makrokéfalos, in depths of from 9 to 10 fathoms (16<sup>m</sup>5 to 18<sup>m</sup>3), sand; farther southward the bottom is rocky.

A rocky shoal extends for a short distance offshore in the vicinity of Cape Goní, situated about 2 miles southward of Cape Évros.

Two large above-water rocks, lie about 2 cables north-eastward of Cape Évros.

**Northern coast of Míkonos.**—Pánormos bay is entered between a point about 4 miles west-north-westward of Cape Évros, and a point about a mile further westward. An islet and several large above-water and sunken rocks lie as much as 2½ cables off the northern part of the western side of Pánormos bay. The bay is completely open northward.

**Off-lying islands.**—Dhrágon, an island, 585 feet (178<sup>m</sup>3) high, is situated off the eastern end of Míkonos, the passage between being

*Chart 1815.*

about three-quarters of a mile wide, and, in mid-channel, deep and clear of dangers. Rocks, both above-water and sunken, lie within 2 cables of the western and north-western sides of Dhrágon, and others extend off the northern end for the distance of about a quarter of a mile. 5

Khtapodhiá, an islet, lies about 4 miles south-eastward of Dhrágon; a shoal, on which there are some above-water rocks, extends for about half a mile northward of the islet, and an above-water rock, with a sunken rock close westward, lies 2 cables off the western end of the islet. 10

**Míkonos strait.**—This strait, between Míkonos, on its south-eastern side, and Tínos, on its north-western side, is about  $4\frac{1}{2}$  miles wide and clear of dangers, but the squalls from the high land must be guarded against. Míkonos strait is preferred to Kafirévs strait, page 162, when it is blowing hard from northward, as the current is not so strong. Fast sailing vessels, having failed to work north-eastward through Kafirévs strait, have succeeded in passing through Míkonos strait without difficulty. 15

**TÍNOS.—General description.**—This island is separated from Andros, north-westward, by Dhísvaton strait, page 159. Tínos is mountainous, and rugged hills extend throughout its length; Mount Pólemou Kámpos (Kolembó), near the centre, is 2,090 feet (637<sup>m</sup>0) high, but the summit is at the south-eastern end, where Mount Tsikniás (Skhionia) (*Lat.*  $37^{\circ} 35' N.$ , *Long.*  $25^{\circ} 14' E.$ ) stands 2,340 feet (713<sup>m</sup>2) high. 25

There are no good ports, with the exception of Tínos harbour, in the island. Stavρός (Stauro) bay, on the south-western side, affords shelter under the lee of the mole to a few small vessels, but it is too confined for large vessels. The holding ground outside the mole is uncertain, and the squalls so heavy at times as to cause a vessel to drag with two anchors down. 30

**Communication.**—Pírgos (Pyrgo), a village lying about a mile southward of the head of Pánormos bay, and also the town of Tínos, are connected to the general telegraph system. 35

*Chart 1815, plan of Tínos harbour.*

**Tínos harbour.—Lights.—Beacon.**—Tínos harbour is situated on the south-western side of the island, close northward of Akrotíri, a cape, which lies about  $1\frac{1}{2}$  miles westward of Cape Ourion (Urió), the southern extreme of Tínos. The harbour is formed by two breakwaters, and affords protection for small vessels from all winds except those from the west. The northern breakwater extends in a southerly direction from the northern side of the harbour and the southern breakwater, or new mole, in a north-westerly direction from the south-eastern side, the entrance between the two breakwaters being about a cable wide. There is a white beacon on the head of the southern breakwater. 40 45

A shallow bank extends offshore as far as the head of the northern breakwater and fringes the north-eastern and eastern side of the harbour, gradually diminishing in width. There are depths of between 6 and 10 feet (1<sup>m</sup>8 and 3<sup>m</sup>0) close off the north-eastern side of the southern breakwater, and a depth of  $3\frac{1}{2}$  fathoms (5<sup>m</sup>9) close off its head. There are depths of from 6 to 7 fathoms (11<sup>m</sup>0 to 12<sup>m</sup>8) between 50

*Chart 1815, plan of Tinos harbour.*

the breakwater heads; the greater depths being nearer the southern one; the anchorage space, with depths of over 3 fathoms (5<sup>m</sup>5), inside the harbour, is less than a cable in diameter. Anchorage off the harbour is not recommended, especially for sailing vessels, as there is difficulty in getting under way with the wind from north-west, where it is extremely variable.

The town of Tinos is situated on the northern side of Tinos harbour.

A light (*Lat.* 37° 32' N., *Long.* 25° 10' E.) is exhibited, at an elevation of 29 feet (8<sup>m</sup>8), from an iron column and hut, 19 feet (5<sup>m</sup>8) in height, near the head of the southern breakwater.

A light is exhibited from an iron structure on the head of the northern breakwater.

*Chart 1815.*

15 **Áyios Nikólaos bay.**—This bay lies south-eastward of Tinos harbour, between Akrotíri and Cape Oúríon. An above-water rock lies close off Akrotíri and a coastal bank, with less than 5 fathoms (9<sup>m</sup>1) over it, and about 2 cables wide, extends off the shore of the bay.

20 Anchorage may be obtained in Áyios Nikólaos bay, in depths of from 10 to 14 fathoms (18<sup>m</sup>3 to 25<sup>m</sup>6), clay, with Akrotíri bearing 293°. This anchorage is convenient for vessels bound northward through Míkonos strait, and also as a temporary shelter for vessels bound to Síros during a northerly gale. In anchoring a vessel should be prepared for heavy squalls, and veer a good scope of cable.

**Eastern side of Tinos.**—**Light.**—Cape Áyios Ioánnis (Joannis), the south-eastern extreme of Tinos, affords shelter with north-easterly and north-westerly winds, but it is difficult to reach in a sailing vessel, on account of the heavy squalls which come down the side of the mountain. Vlandoi (Blabi) rocks, awash or just above-water, a mile westward of the cape, lie a quarter of a mile offshore and are steep-to. Cape Livádha, the north-eastern extreme of Tinos, is situated about 4½ miles northward of Cape Áyios Ioánnis.

35 A light (*Lat.* 37° 37' N., *Long.* 25° 16' E.) is exhibited, at an elevation of 135 feet (41<sup>m</sup>1), from a quadrangular tower and dwelling on Cape Livádha.

*Charts 1820 and 1815.*

**Northern side of Tinos.**—**Light.**—**Beacon.**—Cape Sélinos is situated about 4 miles west-north-westward of Cape Livádha, and Cape Siágo about 3½ miles further in the same direction. Planítis (Planumi), an islet, lies close eastward of a point situated about 2½ miles westward of Cape Siágo.

Pánormos bay is entered between the north-eastern extreme of Planítis and a point on the northern side of Tinos, about three-quarters of a mile south-south-eastward. The bay possesses a secure anchorage for small vessels in the western part of a small bay, sheltered from northerly winds by Planítis; there are some storehouses on the shore of the bay. A stone beacon in the form of a truncated cone, on a circular base, marks a shoal near the north-western shore of Pánormos bay.

The northerly winds blow directly into all the other bays on this side of the island.

Cape Áxena (Axinos) is situated about 1½ miles north-westward of the north-western entrance point of Pánormos bay.

*Charts 1820 and 1815.*

A light is exhibited, at an elevation of 279 feet (85<sup>m</sup>0), from a square tower on a dwelling, 26 feet (7<sup>m</sup>9) in height, situated on the summit of Planftis islet.

**Current.**—In August, 1916, the current in a position 6 miles northward of Tínos was observed to set south-south-eastward at the rate of 1½ knots with light to moderate southerly winds, and 1½ knots with light airs from northward.

*Chart 2682.*

In November, 1916, on a line joining Ándros and Ikaría, page 309, the current set south-south-eastward at the rate of about a quarter of a knot, with a gentle breeze from north-north-west, the wind for the previous 24 hours having been fresh from east.

*Chart 1820, plan of Steno pass.*

**Dhísvaton strait.**—**Light.**—Dhísvaton strait (Steno pass) is 6 cables wide, between Dhísvaton, the north-western of the two Kalóyeroi (Dysvaton) islets which lie close off the north-western end of Tínos, and Cape Stenó, the south-eastern extreme of Ándros. The depths in the strait are considerable but the points on either side should not be approached too closely. This strait is preferable to Kafirévs strait for low-powered steamers bound north-eastward with fresh northerly winds. The current runs south-westward through the strait. Cape Stenó is the termination of Mount Rákhi (Aranka), 2,250 feet (685<sup>m</sup>8) high, situated about 3 miles north-north-westward.

A light is exhibited, at an elevation of 100 feet (30<sup>m</sup>5), from a square masonry tower and dwelling, 30 feet (9<sup>m</sup>1) in height, situated on Dhísvaton.

*Chart 1820.*

**ÁNDROS.**—**General description.**—Ándros, the northernmost and one of the largest of the Kikládhes, is mountainous throughout, the watershed being chiefly on the south-western side, with spurs or ridges extending north-eastward. Mount Kouvára (Kovari), near the middle of the south-western side of the island, and about 1½ miles from the coast, is 3,204 feet (976<sup>m</sup>6) high; the summits of the mountains in the island are snow-covered for several months during the year.

The town of Kástron (Lat. 37° 50' N., Long. 24° 57' E.) is situated on the eastern coast.

**South-western side of Ándros.**—The south-western side of Ándros between Cape Stenó, mentioned above, and Cape Thiákion, about 11 miles north-westward, has no off-lying dangers, is clifty in places, steep-to and backed by mountainous land; vessels under sail with north-easterly winds should be prepared for heavy squalls. Cape Thiákion is a prominent spur of the western slopes of Mount Kouvára.

Likío cove, with the village of Batsí (Leukos) on its eastern side, lies eastward of Cape Kolóna (Colonna), which is situated about 2½ miles north-north-westward of Cape Thiákion.

*Chart 1820, plan of Gávrión bay.*

**Gávrión bay.**—**Off-lying islets.**—Gávrión bay lies on the south-western side of Ándros between Cape Kolóna and Cape Kakogrémi (Goremi), about 3½ miles west-north-westward. This bay contains several smaller bays separated by projections; a group of islets lies nearly midway between the entrance points.

*Charts 2682, 2836a, 2158b, 449.*

*Chart 1820, plan of Gávrión bay.*

Fóurnos (Phurnos) bay lies eastward, and Áyios Pétros bay westward, of Cape Kouroúni (Koruni), situated about  $1\frac{1}{2}$  miles north-westward of Cape Kolóna. Gávrión harbour, page 161, is entered  
 5 between Cape Kastri, situated about  $1\frac{1}{2}$  miles westward of Cape Kouroúni, and a point about a quarter of a mile east-north-eastward. Cape Kastri (*Lat. 37° 52' N., Long. 24° 44' E.*) is a cliffy bluff, about 200 feet (61<sup>m</sup>0) high.

The coast between Cape Kouroúni and the eastern entrance point  
 10 of Gávrión harbour consists of shingly beaches separated by rocky points; above-water and sunken rocks extend as much as 2 cables from the rocky points in the western part of this stretch of coast. An above-water rock lies on a detached shoal about a cable south-eastward of the eastern entrance point of Gávrión harbour, with depths of about  
 15 3 fathoms (5<sup>m</sup>5) between it and the coast northward. A one-fathom (1<sup>m</sup>8) patch lies on the edge of the coastal bank, 6 cables north-westward of Cape Kouroúni and about  $1\frac{1}{2}$  cables offshore.

Vouvi (Vovi) reef, lying in the approach to the anchorage, is situated about three-quarters of a mile east-south-eastward of Cape Kastri;  
 20 there is a rock, with a depth of less than 6 feet (1<sup>m</sup>8) over it, at the north-eastern end of Vouvi reef. Depths of from  $1\frac{1}{2}$  to  $2\frac{1}{2}$  fathoms (3<sup>m</sup>2 to 4<sup>m</sup>1) extend south-south-westward of this rock for about  $1\frac{1}{2}$  cables, and Vouvi rock, with less than 6 feet (1<sup>m</sup>8) over it, lies, detached, about three-quarters of a cable further south-south-west-  
 25 ward. The summit of Yiouúra, bearing 181°, and open westward of Gaíðharos islet, leads westward of Vouvi reef. Tourlítis rock, bearing 186°, and open westward of the western extreme of Gaíðharos, also leads westward of this reef. The monastery, situated about  $1\frac{1}{2}$  miles east-north-eastward of Cape Kouroúni, bearing 068°, and open its  
 30 own width south-eastward of Cape Kouroúni, leads between Vouvi rock, lying close southward of Vouvi reef, and the shoal extending northward of Platí islet.

Megálo, the largest of the group of islets lying between the entrance points of Gávrión bay, lies with its southern extreme about  $1\frac{1}{2}$  miles  
 35 south-westward of Cape Kolóna. Megálo is 190 feet (57<sup>m</sup>9) high at its southern end. Práso, an islet, lies about 2 cables west-south-westward, and Akamátis (Akomates), an islet, about  $1\frac{1}{2}$  cables north-westward of the northern extreme of Megálo; there is a  $2\frac{1}{2}$ -fathom (5<sup>m</sup>0) patch close westward of the same extreme. Depths of less  
 40 than 5 fathoms (9<sup>m</sup>1) extend from the south-western end of Práso for about a cable, and a shoal, with depths of less than 3 fathoms (5<sup>m</sup>5) over it, extends from the northern end of this islet for about three-quarters of a cable. A shoal, with depths of less than 3 fathoms (5<sup>m</sup>5) over it, extends for a short distance from both the northern  
 45 and southern ends of Akamátis.

Gaíðharos, an islet, 121 feet (36<sup>m</sup>9) high, lies about 4 cables westward of Práso. Tourlítis (Turleta) rock, the south-westernmost of this group, is 46 feet (14<sup>m</sup>0) high, and has the appearance of a sugarloaf; it  
 50 lies about  $2\frac{3}{4}$  cables south-south-westward of Gaíðharos, with two above-water rocks between them. A detached shoal, with a depth of  $2\frac{1}{2}$  fathoms (4<sup>m</sup>1) over it, lies about a cable northward of the northern extreme of Gaíðharos, and another shoal, with a depth of  $2\frac{3}{4}$  fathoms (5<sup>m</sup>0) over it, lies about  $1\frac{1}{2}$  cables north-westward of the same extreme. Platí, an islet, lies about  $3\frac{1}{2}$  cables north-north-eastward of Gaíðharos;

*Charts 2682, 2836a, 2158b, 449.*

*Chart 1820, plan of Gávrión bay.*

a shoal, with a depth of  $1\frac{1}{2}$  fathoms ( $3^m2$ ) at its extremity, extends northward of Platí for about  $1\frac{1}{2}$  cables.

Gávrión bay affords ample and excellent anchorage anywhere eastward of the entrance to Gávrión harbour, between the islets in the entrance and Fournos bay. Immediately eastward of Gávrión harbour the bottom consists of gravel, sand and weeds, but the best anchorage is in depths of from 17 to 20 fathoms ( $31^m1$  to  $36^m6$ ), between Megálo and Fournos bay. The bay is open southward and vessels finding it inconvenient can put to sea or enter Gávrión harbour where the wind from that quarter never blows home.

**Light.**—A light (*Lat.*  $37^\circ 52' N.$ , *Long.*  $24^\circ 44' E.$ ) is exhibited, at an elevation of 314 feet ( $95^m7$ ), from a circular tower on a dwelling, 26 feet ( $7^m9$ ) in height, on Cape Kastrí.

**Gávrión harbour.**—The entrance to this harbour is described on page 160; the harbour is open southward, but, as already stated, southerly winds never blow home and any heavy sea or swell is broken by the islets lying in the entrance to Gávrión bay. The shores of Gávrión harbour are bordered by a coastal bank, with depths of less than 3 fathoms ( $5^m5$ ) over it, which is about a cable wide at its head. The town of Gávrión, where there is a short pier, lies on the eastern side of the harbour.

Gávrión harbour is conveniently situated for a small vessel seeking shelter in a southerly gale, after having passed through Kafirévs strait, but it is difficult of access in a sailing vessel during strong northerly winds, owing to the heavy gusts from the high land, and also from the baffling winds which prevail when the wind is moderate from that quarter.

**Pilotage.**—Pilotage is compulsory for all foreign merchant vessels, also for foreign men-of-war other than light craft.

**Communications.**—**Supplies.**—There is steamer communication with Ístanbul, Kríti, Síros and other ports.

Gávrión is connected to the general telegraph system.

Supplies can be obtained in small quantities.

*Chart 1820.*

**Eastern coast of Ándros.**—Between Cape Stenó, page 159, and Cape Áyios Kosmás, the north-eastern extreme of a spur extending from Mount Rákhi, about  $5\frac{1}{2}$  miles north-north-eastward, the coast is steep with no off-lying dangers.

Kóρθion bay is entered between Cape Áyios Kosmás and Cape Vouní, about  $1\frac{1}{2}$  miles north-westward.

Cape Vouní projects for a short distance from the coast, and there is a windmill, a short distance inland, on a point about three-quarters of a mile further south-south-westward. The village of Kóρθion, lies at the northern part of the head of the bay; southward of the village the land is low and cultivated. Several villages are situated on the rising land south-westward of the head of the bay. There is convenient anchorage in this bay, in depths of from 5 to 15 fathoms ( $9^m1$  to  $27^m4$ ), sand, but it is entirely open eastward.

Kóρθion is connected to the general telegraph system.

From Cape Vouní to Cape Akamátis,  $1\frac{1}{2}$  miles northward, as far as Cape Lídhi, 2 miles further north-westward, the coast is indented.

**Kástron harbour.**—**Lights.**—Kástron harbour is the south-eastern of two bays which are entered between Cape Lídhi and Cape Yíalia

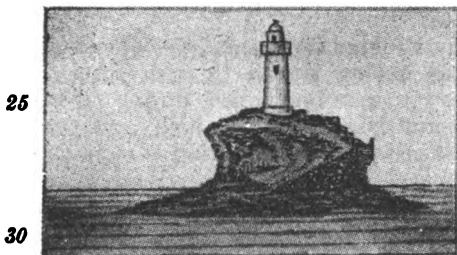
*Chart 1820.*

(Puda), about three-quarters of a mile north-westward; these bays are divided from one another by a tongue of land extending north-eastward; from the extremity of this tongue, a reef, on which there are some above-water rocks, extends for about a quarter of a mile, and the islet of Tourlitis lies nearly in the middle of the reef. A patch, with a depth of 6 fathoms (11<sup>m</sup>0) over it, lies about a quarter of a mile north-eastward of Tourlitis. The head of Kástron harbour is shallow and the harbour is open north-eastward; it is seldom used.

10 The town of Kástron, which is connected to the general telegraph system, is built on the inner portion of the projection which divides Kástron harbour from the north-western bay.

The latter bay is larger than Kástron harbour and more generally used. A breakwater, extending southward from the north-western side of the bay, affords shelter to a few small vessels, and there is also a pier in the south-western part of the bay. Depths of less than 5 fathoms (9<sup>m</sup>1) extend from the head of this bay for about 1½ cables. Good anchorage can be found at the distance of one cable southward of the head of the breakwater.

20 Kástron harbour is in steamer communication with other ports in Greece.



*Tourlitis islet lighthouse.*

A light (Lat. 37° 50' N., Long. 24° 57' E.) is exhibited, at an elevation of 33 feet (10<sup>m</sup>1), from a circular tower, 21 feet (6<sup>m</sup>4) in height, on Tourlitis islet. *See view.*

A light is exhibited, at an elevation of 33 feet (10<sup>m</sup>1), from an iron column and hut, situated near the head of the breakwater extending from the

north-western side of the bay northward of Kástron.

**Pilotage.**—Pilotage is compulsory for all foreign merchant vessels, also for foreign men-of-war other than light craft.

**Coast.**—**Light.**—Cape Griá (Gerias), the north-eastern extreme of Ándros, lies about 3 miles northward of Cape Yiália, page 161; close off this part of the coast, which is steep, there are three islets, Theotókos, Kílandro (Kelandro), and Stákala, at distances of about 1½ miles, 6 cables and 3 cables, respectively, southward of Cape Griá. All these islets are steep-to on their eastern sides.

A light is exhibited, at an elevation of 240 feet (73<sup>m</sup>1), from a circular masonry tower and dwelling, 33 feet (10<sup>m</sup>1) in height, on Cape Griá.

45 Between Cape Griá and Cape Kambanós (Kabanos), the northern extreme of Ándros, about 10 miles north-westward, the coast is clifty with numerous small coves; in this portion of the coast there are no anchorages, nor are there any off-lying dangers. This coast is exposed to the full force of northerly and north-easterly gales with the attendant current.

**KAFIRÉVS STRAIT.**—**General remarks.**—Kafirévs (Doro) strait, about 6 miles wide in its narrowest part, lies between Ándros, on its south-eastern side, and the south-eastern end of the island of

*Charts 1597, 426, 2682, 2836a, 2836b, 2158, 449.*

*Chart 1820.*

Évvoia (Eubœa), on its north-western side. The north-western side of Ándros has a dry rocky appearance, whereas the south-eastern side of Évvoia is wooded.

The navigation of Kafirévs strait is difficult for sailing vessels, on account of the strong northerly and north-westerly winds especially during the summer months. In this season it is common for sailing vessels to pass Cape Souñion (chart 1657) in the forenoon with a fresh breeze from the Saronic gulf and carry it nearly as far as the northern end of Kéos (*Lat. 37° 41' N., Long. 24° 22' E.*), where they meet a strong breeze blowing through Kafirévs strait.

In these cases it is not advisable for sailing vessels to attempt to pass northward of Kéos, for although it may appear possible to weather the island, there is danger in approaching it too closely, for near its northern point the wind is almost certain to fail. In this case, a vessel would be in grave danger of being set on the coast by the strong current, the depths being too great for anchoring. See Míkonos strait, page 157.

Vessels unable to pass through Kafirévs strait channel and having to seek shelter during strong northerly winds, are recommended to take shelter either in Káristos bay (page 168) in Évvoia, or in Gávriion bay, Ándros island (page 159).

**Current.**—The general current from Çanakkale boğazi (the Dardanelles), which sets towards the western part of the archipelago, is much accelerated by the strong northerly and north-easterly winds, and causes the stream in Kafirévs strait to run with great strength. In December, 1905, during a strong northerly wind, H.M.S. *Sentinel* experienced a southerly set of 7 knots. Sailing vessels working through Kafirévs strait with a moderate breeze from the north-east, may find a weatherly current for some miles along the coast of Évvoia. See pages 191 and 192.

In August, 1916, the current 6 miles northward of Ándros, was observed to set south-south-eastward at the rate of  $1\frac{1}{2}$  knots with light to moderate southerly winds, and  $1\frac{1}{2}$  knots with light airs from the northward.

In September, 1916, the current between Kafirévs and Kéos straits was observed to set north-westward, at the rate of three-quarters of a knot, with a light southerly breeze.

**Coast.—Lights.**—On the south-eastern side of Kafirévs strait, the north-western end of Ándros is steep-to and rugged, with no off-lying dangers. Sailing vessels should not approach this part of the island too near in light winds, on account of the current.

Cape Kakogrémi (*Lat. 37° 52' N., Long. 24° 43' E.*), page 159, is the south-eastern entrance point of Kafirévs strait. Cape Fássa (Phassa), the north-western extreme of Ándros, lies about 6 miles northward of Cape Kakogrémi, the coast between being cliffy with a few sandy bays, and is steep-to.



Cape Fássa lighthouse.  
(Described on page 164.)

*Charts 1597, 426, 2682, 2836a, 2836b, 2158b, 449.*



*Chart 1820.*

A light is exhibited, at an elevation of 695 feet (211<sup>m</sup>8), from a circular tower on a dwelling, 70 feet (21<sup>m</sup>3) in height, situated about half a mile inland from Cape Fássa. See view on page 163.

- 5 Cape Nikólaos, situated about 3½ miles north-north-westward of Cape Kakogrémi, is the termination of a tongue of land projecting from the coast, which, on approaching from northward, appears like an island until the intervening land becomes visible. There is a conspicuous ruined tower on Cape Pírgos, situated about a mile  
10 northward of Cape Nikólaos. Cape Kambanós, page 162, is the north-eastern entrance point of the channel.

*Charts 1820 and 1597.*

- Cape Mandhíli (Mandili), the south-eastern extreme of Évvoia, about 10½ miles north-westward of Cape Kakogrémi, is the south-  
15 western entrance point of Kafirévs strait. Mandhíli, an islet, 286 feet (87<sup>m</sup>2) high, lies south-eastward of the cape of that name, separated by a deep passage about 4 cables wide.

A light is exhibited, at an elevation of 279 feet (85<sup>m</sup>0), from a circular tower and dwelling, near the southern end of Mandhíli islet.

- 20 Mount Ókhi, 4,583 feet (1,396<sup>m</sup>9) high, is situated about 7 miles north-north-westward of Cape Mandhíli; the mountain has three distinct peaks, and its northern and southern sides, a short distance down, are covered with trees.

- The base of Mount Ókhi, between Cape Mandhíli and Cape Kafirévs, about 13 miles northward, forms the north-western side of Kafirévs  
25 strait; this stretch of coast is steep, rugged and indented with some small bays and coves. The only off-lying danger is a rock, awash, which shows well at low water, lying about a cable east-north-eastward of the north-eastern entrance point of Kastrí cove, situated about  
30 2½ miles north-eastward of Cape Mandhíli; between this rock and the coast north-westward, there are some shallow patches.

Cape Kafirévs, the north-western entrance point of Kafirévs strait, is a high bold and prominent headland. The islet of Dóros, 93 feet (28<sup>m</sup>3) high, lies about 3¼ cables eastward of the eastern face of the cape.

- 35 A light (*Lat. 38° 09' N., Long. 24° 37' E.*) is exhibited, at an elevation of 111 feet (33<sup>m</sup>8), from a white iron tower with a masonry base, 10 feet (3<sup>m</sup>0) in height, on the summit of Dóros islet.

*Chart 2682.*

- Outlying rocks.—Light.**—Kalóyerói rocks lie, in the fairway  
40 between the northern end of Kafirévs strait and the ports eastward, about 25 miles east-north-eastward of Cape Kambanós, the northern extreme of Ándros; they consist of Megálos and Mikrós Kalóyerós, two detached rocks. Megálos Kalóyerós is a barren volcanic heap, about 120 feet (36<sup>m</sup>6) high, with rocks extending south-eastward, free  
45 from all known sunken dangers; at a distance of 8 or 9 miles from north-westward it has been mistaken for a sail. It appears in the form of a sugarloaf, except when seen from south-westward, when it appears split in two.

- Mikrós Kalóyerós (*Lat. 38° 10' N., Long. 25° 18' E.*) is only about  
50 4 feet (1<sup>m</sup>2) high, and about the size of a small boat, with a reef which breaks, extending for the distance of about half a cable southward; it lies three-quarters of a mile north-eastward of Megálos Kalóyerós. The depths close off this reef are from 7 to 15 fathoms (12<sup>m</sup>8 to 27<sup>m</sup>4), with considerable depths beyond.

*Charts 2836b, 2158b, 449.*

*Chart 2682.*

A light is exhibited, at an elevation of 121 feet (36<sup>m</sup>9), from a white iron beacon on a masonry base, 10 feet (3<sup>m</sup>0) in height, on the summit of Megálos Kalóyeros.

*Chart 2836b.*

**ÉVVOIA.—General description.**—Évvoia (Eubœa), the south-eastern end of which is described on page 164, is generally mountainous, Mount Dhírfis (Delphi), 5,725 feet (1,745<sup>m</sup>0) high, the summit, is situated about 45 miles north-westward of Cape Kafirév's, page 164, and is scarcely ever free from snow; Mount Pixariás (Pyxaria), about 10 miles further north-westward, is 4,400 feet (1,341<sup>m</sup>1) high; Mount Ókhi is mentioned on page 164. On the south-western side of the island, Mount Kouúrvoulo (Kurumbliá), about 17 miles west-north-westward of Mount Dhírfis, and Mount Kandhíli, about 4½ miles north-westward of the latter, both in the Kandhíli mountains, are respectively, 15 3,994 feet (1,217<sup>m</sup>4) and 3,072 feet (936<sup>m</sup>3) high. Further north-westward the mountains are from 1,000 to 3,060 feet (304<sup>m</sup>8 to 932<sup>m</sup>7) high. The general formation of these mountains is grey limestone and clay slate.

The principal towns are Khalkís (Euripo), situated on the eastern side of the southern entrance to the Gulf of Évvoia, page 181, Kími (*Lat.* 38° 38' N., *Long.* 24° 06' E.), on the north-eastern side of the island, about 36 miles north-westward of Cape Kafirév's, and Káristos (Karystos), at the head of the bay of the same name, at the southern end of the island.

The south-western side of Évvoia is separated from the mainland by the Gulf of Petalioí, and farther northward by Évripos strait, page 173, and the Gulf of Évvoia; the northern end of the island is separated from the mainland by Oreoí strait, page 188, and Tríkeri strait, page 198. The island is connected by a bridge with the mainland at Khalkís.

*Chart 2158b.*

**GULF OF PETALIOÍ.—General description.**—This gulf lies between the mainland, comprised between Cape Souíon, page 92, and Cape Áyia Marina, at the south-western end of Évripos strait, about 34 miles northward, on its western side, and the south-western side of the south-eastern end of Évvoia. The Kikládhes, page 119, lie in the south-eastern approach to this gulf.

*Chart 2836a.*

The Gulf of Petalioí is entered between Cape Souíon and Cape Mandhíli, page 164, about 28 miles north-eastward.

**Caution.**—Navigation is controlled in an area, in the approaches to the Gulf of Petalioí, between an imaginary line, drawn northward from Kéos to Évvoia, and the coast westward, and includes the inner part of the gulf. This area also includes Kéos strait, page 128, and 45 Makrónisos strait. See page 21.

*Chart 1526, plan of Mandri channel.*

**Western side of gulf.—Makrónisos strait.—Dangers.**—Makrónisos (Mandri) strait lies between Máкро, an island, page 166, on its eastern side, and the rugged and irregular coast of the mainland, on its western side; it is entered from southward between Cape Souíon and Cape Angálistros, page 128, about 3¼ miles eastward,

*Chart 1526, plan of Mandri channel.*

and narrows to a least width of about  $1\frac{1}{2}$  miles opposite Cape Foniás (Cave), about 3 miles north-eastward of Cape Soúñion. The principal dangers, in or near the fairway, are Mákri reef, near the southern end, and Tripiti reef, at the northern end of the strait, both situated about half a mile off Máкро; apart from these dangers, the fairway is deep.

Máкро is hilly and rugged throughout and its coast is cliffy; the summit of the island, 902 feet ( $274^m9$ ) high, is situated about a mile southward of its northern extreme, and there is a hill, 604 feet ( $184^m1$ ) high, about  $2\frac{1}{2}$  miles northward of Cape Angálistros, its bluff southern extreme. A rock, with less than 6 feet ( $1^m8$ ) over it, lies about 2 cables north-westward of the lighthouse on Cape Angálistros (*Lat.*  $37^\circ 39' N.$ , *Long.*  $24^\circ 07' E.$ ), and  $1\frac{1}{2}$  cables offshore.

Mákri, a reef with a depth of 10 feet ( $3^m0$ ) over it, lies on the eastern side of Makrónisos strait, about 2 miles north-north-westward of Cape Angálistros lighthouse and half a mile offshore. The whole of Megálo (chart 1657) kept open north-westward of the north-western extreme of Máкро, the latter bearing about  $027^\circ$ , leads north-westward of Mákri. See view (A) on plan on chart 1526. Mákri is covered by the green sector of Cape Vrisáki light between the bearings of  $241^\circ$  and  $356^\circ$ .

On the western side of Makrónisos strait, between Cape Soúñion and Cape Foniás, the coast is indented. The roadstead of Passalimáni (Pasha) lies between a point, situated about  $1\frac{1}{2}$  miles north-eastward of Cape Soúñion and Poundazéza (Pegathi point), about three-quarters of a mile east-north-eastward. An above-water rock, with a similar rock close westward, lies on the outer end of a rocky shoal which extends south-eastward from the south-western entrance point of Passalimáni for about 2 cables; Passá reef, with a depth of less than 6 feet ( $1^m8$ ) over it, lies, detached, about 2 cables south-eastward of the eastern above-water rock, and is the outermost danger off this part of the coast.

There is a small, shallow bay close northward of Poundazéza, and Gaidhourómandra bay lies between Cape Foniás and Cape Pérdhika, about three-quarters of a mile north-north-westward.

35 *Chart 1526, plan of Port Mandri and Ergasteria bay.*

Port Lávrion, page 167, is entered between the south-eastern extreme of a hilly peninsula, situated about a mile northward of Cape Pérdhika, and a point, about half a mile south-westward; a shoal, with a depth of  $1\frac{1}{2}$  fathoms ( $2^m7$ ) over it, extends about a cable from the south-western entrance point of the port, and a rock, with a depth of 3 fathoms ( $5^m5$ ) over it, the position of which is approximate, lies about  $1\frac{1}{2}$  cables south-eastward of the north-eastern entrance point.

Cape Kiprianós, the northern extreme of the above-mentioned peninsula, lies about  $6\frac{1}{2}$  cables north-westward of the north-eastern entrance point of Port Lávrion. Thorikón bay (Port Mandri) is entered between Cape Kiprianós and Cape Thorikón, the south-eastern extreme of a promontory, about three-quarters of a mile north-north-eastward. Thorikón bay is fringed by a coastal bank, with depths of less than 5 fathoms ( $9^m1$ ) over it, which is 2 cables wide in places. The village of Thorikó, which is connected to the railway system, lies a short distance inland from the head of the bay, and there are several buildings on the north-western coast of the bay. The anchorage is in the central part of the bay, in a depth of about 10 fathoms ( $18^m3$ ), mud and weed, with good holding ground.

*Charts 1657, 2836a, 2158b, 449.*

*Chart 1526, plan of Port Mandri and Ergasteria bay.*

Áyios Nikólaos (Vrisaki) bay lies between Cape Thorikón and Cape Vrisáki, about three-quarters of a mile north-eastward.

*Charts 1526, plan of Mandri channel, and 1657.*

Between Cape Vrisáki and Cape Mavrovouíni, 3 miles northward, the coast is indented; Tourkolímano (Turko) roadstead is situated about three-quarters of a mile northward of Cape Vrisáki and Avláki roadstead, about a quarter of a mile southward of Cape Mavrovouíni.

Makrónisos strait is entered from northward between Cape Mavrovouíni and Cape Tripití, the northern extreme of Mávro. 10

On the eastern side of the northern part of Makrónisos strait, an above-water rock, with sunken rocks extending for a cable north-westward of it, lies about a mile south-westward of Cape Tripití and close offshore.

Tripití reef, awash, and which generally breaks except in calm weather, lies half a mile north-westward of Cape Tripití; a rocky shoal, with a depth of  $3\frac{1}{2}$  fathoms (6<sup>m</sup>9) over it, lies about 2 cables southward of Tripití reef. The town, situated 2 miles south-eastward of Cape Áyios Nikólaos, on the north-western side of Kéos, page 128, bearing 127°, and open north-eastward of Cape Tripití, leads north-eastward of Tripití reef. The summit of Áyios Yeóryios Belvína in line with Poundazéza, bearing about 209°, leads close westward of the reef, see view B on plan 1526. Tripití reef is covered by the green sector of Cape Vrisáki light between the bearings of 241° and 356°. 25

*Charts 1526, plan of Mandri channel.*

**Lights.**—The light on Cape Angálistros (Lat. 37° 39' N., Long. 24° 07' E.) is described on page 128.

A light is exhibited, at an elevation of 39 feet (11<sup>m</sup>9), from a circular iron tower and dwelling on Cape Foniás. 30

A light is exhibited, at an elevation of 72 feet (21<sup>m</sup>9), from a masonry tower on a dwelling, 24 feet (7<sup>m</sup>3) in height, on Cape Vrisáki.

**Directions.**—At night, the white sector of Cape Vrisáki light, between the bearings of 356° and 006°, leads westward of Máki.

At night, the white sector of Cape Vrisáki light, bearing less than 35 241°, leads north-westward of Tripití reef.

*Chart 1526, plan of Port Mandri and Ergasteria bay.*

**Port Lávrion.**—The entrance to Port Lávrion (Ergasteria bay), with the dangers lying off the entrance points, is described on page 166. The port is open eastward, the bottom consists of mud, but the holding ground is indifferent. 40

Vessels are recommended not to approach the southern shore of the port within a distance of  $1\frac{1}{2}$  or 2 cables, as a shoal is reported to extend from it for fully one cable.

Two large chimneys, situated close together on a hill on the southern side, are conspicuous. On opening the port, the town of Lávrion, which lies along the western and north-western sides of the port, will be seen, and on a hill above it, a small Greek church. 45

The town is the principal port of shipment of ores from the various mines in the district. 50

There are two small wharves and a quay at the head of the port, from which the ores are shipped; the depth alongside the quay is from 15 to 20 feet (4<sup>m</sup>6 to 6<sup>m</sup>1).

There is an iron pier on the northern side of the port, with a depth

*Charts 1657, 2836a, 2158b, 449.*

*Chart 1526, plan of Port Mandri and Ergasteria bay.*

of 3 fathoms (5<sup>m</sup>5) at its head, across which vessels lie; there are several cranes on the pier, and south-westward of the pier there are mooring buoys for sternfasts.

- 6 **Repairs.**—Small repairs to machinery can be effected.

**Communications.**—Lávrión is connected to the general railway and telegraph systems.

There is steamer communication with the Piraiévs and Vólos.

*Chart 1657.*

- 10 **Coast.**—Dhaskalió bay is entered between Cape Karatzí, situated about 1½ miles north-westward of Cape Mavrovouíni, and Cape Áspro, about a mile north-north-westward. Kakí Thálassa bay lies between Cape Áspro and a point about one mile northward.

*Chart 1526, plan of Port Raphtis.*

- 15 Vourkári roadstead lies between Cape Mavronóri, situated 1½ miles northward of Cape Áspro, and Cape Koróni, about 1½ miles north-westward. Cape Koróni, a remarkable bluff, is the northern extreme of a peninsula, 440 feet (134<sup>m</sup>1) high. Koróni, an islet, 119 feet (36<sup>m</sup>3) high, lies in the northern approach to Vourkári roadstead, about a cable eastward of the eastern extreme of the peninsula mentioned above.

- Ráftis bay (Port Raphtis) is entered between Cape Koróni and a point about 1½ miles northward; Ráftis, an islet, 289 feet (88<sup>m</sup>1) high, lies nearly midway between the entrance points, and may be  
25 passed on either side. Mount Peratí, which is 1,030 feet (313<sup>m</sup>9) high and bold, stands a short distance north-westward of the northern entrance point. See view on plan 1526.

The remains of a colossal statue of white marble are to be found on Ráftis islet (*Lat. 37° 53' N., Long. 24° 03' E.*).

- 30 Raftopoúla (Raphtis Pulo), an islet, lies about 3 cables west-north-westward of Ráftis. Práso, an islet, lies on the south-western side of the bay, about 1½ cables southward of Poúnda, situated about a mile westward of Ráftis. Poúnda is the eastern extreme of a peninsula which extends offshore in an easterly direction; at the head of the  
35 bay, north-westward of this peninsula, there is some cultivated ground and there are a few houses, on the northern side, eastward of the cultivated ground.

- There is a large available space for anchoring, in which the depths are rather considerable in places, but it is open eastward; the holding  
40 ground is not so good as that in Thorikón bay. The best anchorage is either northward or south-eastward of Práso.

*Chart 1657.*

- Cape Veláni, which is low, is situated about 6 miles northward of the northern entrance point of Ráftis bay. Kókkinos, two islets, on  
45 the western of which there is a church, lie near the end of a shallow bank which extends south-eastward of Cape Veláni for about half a mile. The coast, for a distance of about 1½ miles south-westward of Cape Veláni, is low and sandy and is fringed by a shallow bank about a quarter of a mile wide, on which there are above-water and  
50 sunken rocks.

*Chart 1820.*

**North-eastern side of gulf.**—Káristos bay.—Cape Mandhli and Mandhli islet, with its light, off-lying the cape, are described on page 164.

*Chart 1820.*

Káristos (Karystos) bay is entered between a point about 2 miles west-north-westward of Cape Mandhli and Cape Paximádhi (*Lat.*  $37^{\circ} 57' N.$ , *Long.*  $24^{\circ} 24' E.$ ), on the southern coast of Évvoia, about 4 miles westward. This bay is exposed to all southerly winds; it is clear of danger except on its western side where it is foul and rocky at a short distance offshore. Paximádhi islet lies close off the cape of the same name. 5

On the western side of Káristos bay, Cape Mníma, with an above-water rock close off its south-eastern side, projects in a north-easterly direction from a point about a mile northward of Cape Paximádhi. Another projection extends offshore in a south-easterly direction, about  $1\frac{1}{4}$  miles further northward; Ayía Pelayía, an islet, on which there is a conspicuous chapel, lies close eastward of the southern end of this projection. 10 15

The town of Káristos, which is connected to the general telegraph system, lies at the head of Káristos bay, where there are two moles enclosing a harbour having a depth of about 14 feet ( $4^m3$ ), the entrance between the two moleheads being about 120 yards ( $109^m7$ ) wide. Small vessels lie with their sterns secured to a wharf on the northern side of this harbour, where there are also some landing steps, at which there is a depth of 7 feet ( $2^m1$ ). 20

There is a fort close eastward of the root of the eastern mole and there is a conspicuous white church in the village.

**Lights.**—A light (*Lat.*  $37^{\circ} 57' N.$ , *Long.*  $24^{\circ} 24' E.$ ) is exhibited, at an elevation of 62 feet ( $18^m9$ ), from a white iron framework on a masonry base, 26 feet ( $7^m9$ ) in height, on Paximádhi islet. 25

A light is exhibited, at an elevation of 30 feet ( $9^m1$ ), from an iron column, 20 feet ( $6^m1$ ) in height, on the eastern molehead, at the head of Káristos bay. 30

**Anchorage.**—**Winds.**—Vessels unable to proceed through Kafirévs strait against strong north-easterly winds cannot do better than anchor in Káristos bay; but in entering under sail, vessels should be prepared for the heavy variable squalls which blow from the high land. When anchoring, a good scope of cable should be veered, and a second anchor should be ready to let go, as the holding ground, sand, or sand and shell, is indifferent. 35

A good berth is in a depth of 16 fathoms ( $29^m3$ ), with Paximádhi islet, bearing about  $215^{\circ}$ , and just open south-eastward of Cape Mníma; small vessels should anchor a little further in. A sailing vessel should not, however, go too far in, as the wind may be light and baffling when leaving, and there is frequently an indraught into the bay. 40

During northerly gales the wind blows with great violence in the sector enclosed between lines drawn  $150^{\circ}$  and  $220^{\circ}$  from Káristos church, and the best foul weather anchorage is with the church bearing about  $313^{\circ}$ , distant  $1\frac{1}{4}$  miles. 45

*Chart 1788.*

**Coast.**—**Off-lying dangers.**—Cape Rózos (Roxo), lying about  $2\frac{1}{4}$  miles north-westward of Paximádhi islet, mentioned above, is difficult to distinguish as it is not in sufficient relief from the high land at the back. A shoal, with a depth of 5 feet ( $1^m5$ ) over it, lies one cable south-westward of Cape Rózos. 50

Four-foot rock, over which there is a depth of 4 feet ( $1^m2$ ), lies on the southern side of a shoal, with depths of less than 5 fathoms ( $9^m1$ )

*Chart 1788.*

over it, situated about 8 cables west-north-westward of Cape Rózos and from 4 to 5 cables offshore. The summit of Founti islet in line with the north-eastern extreme of Megálo, bearing  $312^\circ$ , leads 5 south-westward of Four-feet rock.

A shoal, with a depth of  $2\frac{1}{2}$  fathoms ( $4^m6$ ) over it, lies about  $1\frac{1}{2}$  miles westward of Cape Rózos. Cape Marmári, page 171, in line with the eastern extreme of Xeró, bearing  $347^\circ$ , leads close westward of this shoal; the cape should therefore be shut in by the eastern extreme 10 of Xeró. Cape Marmári, bearing  $342^\circ$ , and slightly open westward of the land forming the eastern side of Xeró strait, leads between the  $2\frac{1}{2}$ -fathom ( $4^m6$ ) shoal and Four-feet rock.

**Petalioí.—Dangers.—Beacon.**—The Petalioí (Petalí), a group of islands, lie off the south-western coast of Évvoia, north-westward of 15 Káristos bay; the group consists of two islands, Megálo and Xeró, and several islets. The currents run strongly between the islands and islets forming the group, and are much influenced by the prevailing winds.

Megálo, 1,286 feet ( $392^m0$ ) high, is the south-westernmost and largest 20 island of the group, and is situated with Cape Ávlavo (*Lat.  $37^\circ 58' N.$ , Long.  $24^\circ 15' E.$* ), its southern extreme, about  $4\frac{1}{2}$  miles westward of Cape Rózos.

Xeró, 610 feet ( $185^m9$ ) high, lies  $1\frac{1}{2}$  cables north-eastward of Megálo, and is connected to the latter by a narrow ridge, over which there is 25 a depth of one fathom ( $1^m8$ ), apparently the remains of a mole. The island is separated from the south-western side of Évvoia by Xeró strait, page 171. A village, in which there is a church, is situated on the western side of the island, about  $2\frac{1}{2}$  cables north-eastward of Pondikó.

Pondikó, an islet on which stands a beacon, lies in the bight between 30 Megálo and Xeró, north-westward of the ridge which connects those two islands.

Trágos, an islet, lies about 3 cables north-north-westward of Pondikó, in the entrance to the above-mentioned bight; a bank, with a depth of less than 3 fathoms ( $5^m5$ ) over it, extends for about  $1\frac{1}{2}$  cables from 35 the south-western side of Trágos.

Founti (Phundo) islet lies about  $4\frac{1}{2}$  cables north-westward of the northern extreme of Megálo, and Práso, an islet, surrounded by a shallow bank, as much as a cable wide on its south-eastern side, lies north-eastward of Founti, separated by a channel about 2 cables 40 wide.

Lamberoúsa, an islet, lies about  $4\frac{1}{2}$  cables north-westward of the northern end of Xeró. A bank, with a depth of less than 5 fathoms ( $9^m1$ ) over it, extends for about a cable from the south-eastern end of Lamberoúsa; between the south-eastern end of this bank and 45 Xeró, the passage is clear and the depths are considerable. Máкро and Avgó are the two north-westernmost islets of the group. Máкро lies about  $2\frac{1}{2}$  cables westward of the western extreme of Lamberoúsa, and Avgó lies about 2 cables north-eastward of Máкро. Two shoals, each with a depth of  $3\frac{1}{2}$  fathoms ( $6^m4$ ) over it, lie  $1\frac{1}{2}$  and  $3\frac{1}{2}$  cables, 50 respectively, north-westward of Máкро. Another shoal, with a least depth of 3 fathoms ( $5^m5$ ) over it, lies about  $1\frac{1}{2}$  cables north-westward of Avgó; these shoals are steep-to. From the clearness of the water around these islets, the dangers will probably be seen, but their vicinity should be given a wide berth.

*Chart 1788.*

**Light.**—A light is exhibited, at an elevation of 23 feet (7<sup>m</sup>0), from an iron column and hut, 16 feet (4<sup>m</sup>9) in height, on the southern extreme of Fóundi (*Lat.* 38° 02' N., *Long.* 24° 15' E.).

**Anchorage.**—**Directions.**—In running for shelter under the lee of the Petalioí from southerly gales, there is no danger in coasting the western side of Megálo, and when the summit of Trágos is open of the northern extreme of Megálo, a vessel may haul in for the anchorage situated between Fóundi and Práso, on the north-western side, and Megálo and Trágos, on the south-eastern side, anchoring in mid-channel, in depths of from 9 to 12 fathoms (16<sup>m</sup>5 to 21<sup>m</sup>9), sand and gravel, between the western extreme of Trágos and the islet of Práso.

A vessel may enter the inner anchorage, between Trágos and Megálo, and anchor in a depth of 7 fathoms (12<sup>m</sup>8), sand, and good holding ground, with a smooth sea in all winds. For sailing vessels bound southward, the outer anchorage is preferred, as if the wind shifts suddenly from south to north, it can be left with facility.

Sailing vessels bound through Kafirévs strait, and having to bear up from strong north-easterly gales, will not generally be able to reach these anchorages, for heavy squalls blow from the mountains northward of Káristos, and it is almost impossible to carry sufficient sail to beat up.

**Xeró strait.**—This strait is entered from southward between Cape Likóremma, situated on the south-western coast of Évvoia, about 2½ miles north-westward of Cape Rózos, and the south-eastern extreme of Xeró, about a mile westward. At the northern end of the strait, a coastal bank, with a depth of less than 5 fathoms (9<sup>m</sup>1) over it, and 2 cables wide, extends from the eastern side nearly half way across the strait, but by keeping on the western side of the strait, a depth of 6 fathoms (11<sup>m</sup>0) can be carried through.

A vessel approaching Xeró strait from southward, should keep about a mile eastward of Megálo to avoid the 2½-fathom (4<sup>m</sup>6) shoal and Four-foot rock, previously mentioned, and after proceeding through the strait may obtain anchorage off the shore of Marmári bay, eastward of Lamberousa, in depths of from 12 to 17 fathoms (21<sup>m</sup>9 to 31<sup>m</sup>1), mud. Marmári bay lies between the north-eastern entrance point of Xeró strait, situated about 1½ miles north-north-westward of Cape Likóremma, and Cape Marmári, about 2½ miles further north-north-westward.

*Chart 1597.*

**Inner part of gulf.**—The inner part of the Gulf of Petalioí is entered between Cape Marmári and Cape Veláni, page 168.

On the north-eastern side of this part of the gulf, between Cape Marmári and Cape Strongiló, about 6 miles north-westward, there are two bights, divided by Cape Láfia, a promontory, which rises to Mount Grésmi (Viglia), elevated 1,879 feet (572<sup>m</sup>7), about 1½ miles north-eastward of its south-western extreme; Eláfi (Elapha), an islet, lies about 4 cables south-eastward of the south-western extreme of Cape Láfia.

Akió, an islet, lies about 2 miles westward of Cape Láfia. Akió is steep-to except on its eastern side, where there is a narrow bank with depths of from 2 to 5 fathoms (3<sup>m</sup>7 to 9<sup>m</sup>1).

On the western side of the inner part of the Gulf of Petalioí, Cape Marathón (*Lat.* 38° 07' N., *Long.* 24° 04' E.), the termination of

*Charts 1657, 426, 2836a, 2836b, 2158b, 449.*



*Chart 1597.*

a narrow rocky tongue projecting southward from the coast, lies about 8 miles northward of Cape Veláni.

Marathón bay, which lies between Cape Marathón and a point  
5 about 4 miles south-westward, is open southward and south-eastward. Above-water and sunken rocks extend 3 cables eastward from the south-western entrance point; the shore of the bay is a beach and the Plain of Marathón, celebrated for the battle in which Miltiades defeated the Persians in 490 B.C., lies north-westward of it. Mount Pendéli  
10 (Mendeli or Pentelicus), 3,639 feet (1,109<sup>m</sup>2) high, stands on the south-western side of the plain. A conspicuous yellow stone tower stands near the coast about 2½ miles west-north-westward of Cape Marathón.

Between Cape Marathón and Cape Ayía Marina, page 165, which is  
15 bluff and 713 feet (217<sup>m</sup>3) high, there are two bights, the northern of which is Ayía Marina bay, divided from one another, about midway by Cape Dhrakonéra.

On the north-eastern side of the inner part of the Gulf of Petalioí, there is a bight between Cape Strongiló and the southern extreme of  
20 a promontory which extends from the south-western side of Évvoia, about 5 miles north-north-westward; Stíra bay is situated in the south-eastern part of this bight.

**Islands and dangers.—Lights.**—Dhípsa (Dipsa) islet, which is steep-to, lies nearly midway between Cape Marathón and Cape  
25 Strongiló.

A light (*Lat.* 38° 07' N., *Long.* 24° 07' E.) is exhibited, at an elevation of 56 feet (17<sup>m</sup>1), from a white iron tower, 10 feet (3<sup>m</sup>0) in height, on the summit of Dhípsa islet.

The southern extreme of Stíra (Stura), the largest island of the  
30 Stoúra group, lies about 2 miles north-north-westward of Cape Strongiló. The coast of Stíra is fringed in places by narrow shallow banks and there are several islets and rocks in the vicinity of the island which are also bordered in places by similar banks, all of which are steep-to. This group of islets and rocks shelters Stíra bay, but the depths in the bay  
35 are too great for anchoring.

A shoal, over which there is a depth of 2 fathoms (3<sup>m</sup>7), lies about three-quarters of a mile north-westward of Foniás (Phonias), the north-westernmost islet of the Stoúra group; Cape Strongiló, bearing 147°, and open south-westward of Petoúsi (Petusi), an islet lying close  
40 off the south-western end of Stíra, leads south-westward of this shoal.

Verdhoúyi (Berdugi) islets lie westward of the Stoúra group and from about three-quarters of a mile to 1½ miles south-eastward of Cape Ayía Marina. Vessels may pass on either side of Verdhoúyi islets; the passage between them and the Stoúra group being deep  
45 and clear of dangers, and the least depth in the passage between them and Cape Ayía Marina being 6 fathoms (11<sup>m</sup>0). The currents in the vicinity are strong at times.

A light (*Lat.* 38° 11' N., *Long.* 24° 06' E.) is exhibited, at an elevation of 249 feet (75<sup>m</sup>9), from a square tower on a dwelling, 23 feet (7<sup>m</sup>0)  
50 in height, situated on the summit of the largest and the highest of the Verdhoúyi islets.

Kavalianí (Cavaliani), an island, 568 feet (173<sup>m</sup>1) high, lies north-eastward of Cape Ayía Marina and in the approach to Almiropótamos (Armyro Potamo) bay, which is situated at the north-eastern end of

*Charts 426, 2836b, 2158b, 449.*

*Chart 1597.*

the Gulf of Petaliof. Shallow banks extend for a short distance from all the projecting points of Kavalianí, that at the northern end, with an islet on its extreme, extending for a distance of about a quarter of a mile. A conspicuous ruin stands on the summit of the hill at the south-western end of the island. 5

The passage between Cape Ayía Marina and Kavalianí, which leads into Évripos strait from the north-western end of the Gulf of Petaliof, is about  $1\frac{1}{2}$  miles wide.

Almiropótamos bay is entered between a point lying a short distance eastward of the south-eastern extreme of Kavalianí and a point about half a mile northward of the islet lying close off the northern end of that island. The northern is the principal entrance to the bay, as the southern is narrow with shoals on either side. At the head of the bay there is a salt spring below the level of the sea. 15

A light is exhibited, at an elevation of 36 feet (11<sup>m</sup>0), on the northern entrance point of Almiropótamos bay.

**Prohibited landing.**—Landing is prohibited in an area extending a short distance inland from the coast between a point situated about a mile westward of Cape Dhrakonéra and a point about 2 miles north-westward of Cape Ayía Marina. Landing is prohibited on Stíra and the adjacent islets, also on the Verdhoíyi and on Kavalianí islands. 20

*Charts 1597 and 2802.*

**CHANNELS BETWEEN ÉVVOIA AND THE MAINLAND.**—Évripos strait is connected, at its north-western end, with the Gulf of Évvoia by Búrji (Burj) channel, Stenó channel and the narrow passage under the swing bridge at Khalkís. Vessels drawing not more than 24 feet (7<sup>m</sup>3) can pass through these channels provided they have not more than 98½ feet (30<sup>m</sup>0) beam, but caution is necessary with vessels having large turning circles, when passing through Stenó channel. 30

*Chart 1556.*

The Gulf of Évvoia extends north-westward for about 42 miles and leads into the Maliaic gulf westward, and to Tríkeri strait, through Oreof strait north-eastward. 35

**Caution.**—Navigation is controlled in the southern entrance of Évripos strait, and in an area off the south-western side of that strait, nearly the whole way across. Navigation is also controlled at the north-western end of Évripos strait and the south-eastern end of the Gulf of Évvoia, including the channels between them. See page 21. 40

*Chart 1597.*

**Évripos strait.**—**Lights.**—**Dangers.**—Limniónas (Limiona) roadstead is situated on the south-western side of Évripos strait,  $3\frac{1}{2}$  miles north-westward of Cape Ayía Marina (*Lat.* 38° 12' N., *Long.* 24° 05' E.). 45

Cape Kálamos lies about  $7\frac{1}{2}$  miles north-westward of Cape Ayía Marina; rocks were reported, in 1910, to lie within half a mile of the coast, northward, and north-westward of Cape Kálamos.

*Charts 1597 and 1554.*

Ayioi Apóstoloi roadstead lies between a point situated about  $2\frac{1}{2}$  miles west-north-westward of Cape Kálamos, and a point about half a mile further west-south-westward; there are salt springs on the coast here, similar to that at Almiropótamos bay.

*Charts 426, 2836b, 2158b, 449.*

*Chart 1597.*

On the north-eastern side of Évripos strait, Alivérion bay lies at the head of a bight between Cape Alivéri, situated about 4 miles north-eastward of Cape Kálamos, and a point about  $4\frac{1}{2}$  miles north-westward.

- 5 The town of Alivérion lies at the head of the bay, where there is a breakwater. Alivérion is connected to the general telegraph system and there is occasional steamer communication with the Piraiévs and Vólos.

A light is exhibited, at an elevation of 23 feet ( $7^m0$ ), from an iron  
10 column and hut, 19 feet ( $5^m8$ ) in height, on the breakwater head at Alivérion.

*Charts 1597 and 1554.*

- Oropós bay is situated on the southern side of Évripos strait, between a point lying about  $7\frac{1}{2}$  miles west-north-westward of Cape Kálamos,  
15 and Cape Oropós about 2 miles further west-north-westward. In addition to the lighthouse, there is a windmill on the eastern entrance point of this bay. There is a stone landing pier in the bay with a depth of about 6 feet ( $1^m8$ ) at its head. The town of Skála Oropós, situated at the head of the bay, is connected to the general telephone  
20 and telegraph systems, and had, in 1934, a population of about 1,500.

A light is exhibited, at an elevation of 18 feet ( $5^m5$ ), from a white iron tower with a concrete base, 10 feet ( $3^m0$ ) in height, on the eastern entrance point of Oropós bay.

*Chart 1554.*

- 25 Erétria, a town which is connected to the general telegraph system, is situated at the head of a small bay on the northern side of Évripos strait, about 11 miles west-north-westward of Cape Alivéri. An isolated hill, 427 feet ( $130^m1$ ) high, on which is the site of the ancient Acropolis, stands close northward of the town.
- 30 Pezós, an islet, lies close southward of the eastern entrance point of the above-mentioned bay, and foul ground, on which there are some above-water rocks, extends 2 cables southward of the islet. Shallow patches, on some of which there are islets, extend south-eastward of Pezós for three-quarters of a mile, and eastward for  
35 about 2 miles; the positions of these can best be seen on the chart. On the western side of the bay, there are the sunken remains of a mole which extends southward from the coast and near the outer end of which is the lighthouse. Patches with  $1\frac{1}{2}$  and 3 fathoms ( $2^m7$  and  $5^m5$ ) over them, respectively, lie about half a mile south-south-eastward of the lighthouse, in the southern approach to the bay. A  
40 rocky patch, over which there is a depth of 2 fathoms ( $3^m7$ ), lies about one mile west-south-westward of the lighthouse, and a 5-fathom ( $9^m1$ ) patch lies about a quarter of a mile further in the same direction. These dangers are steep-to and generally visible in the daytime;  
45 in their vicinity, vessels should keep on the southern side of Évripos strait.

A light (*Lat.*  $38^{\circ} 23' N.$ , *Long.*  $23^{\circ} 48' E.$ ) is exhibited, at an elevation of 19 feet ( $5^m8$ ), from an iron column and hut, 19 feet ( $5^m8$ ) in height, situated on a rock near the outer end of the old mole at  
50 Erétria.

On the south-western side of Évripos strait, Khalkoùtsi (Angestri) roadstead lies between a point about three-quarters of a mile westward of Cape Oropós, mentioned above, and a point about  $1\frac{1}{2}$  miles further westward.

*Charts 426, 2836b, 2158b, 449.*

*Chart 1554.*

On the northern side of Évripos strait, Levkandhíli (Lephkandilis) roadstead is situated close eastward of a point which lies about 6 miles west-north-westward of Erétria lighthouse; Cape Búrji, the eastern entrance point of Búrji channel, lies about  $7\frac{1}{4}$  miles west-north-westward of the same lighthouse. The coastline for a distance of about  $1\frac{1}{2}$  miles south-eastward of Cape Búrji was reported, in 1930, to be inaccurately charted, having extended considerably south-westward. 5

*Chart 1597.*

**Anchoragees.**—On the western side of Limniónas roadstead, there is a jetty, 200 feet (61<sup>m</sup>0) long, with a depth of 22 feet (6<sup>m</sup>7) at its outer end, for the convenience of vessels loading hematite iron ore; there is also a mooring buoy in the roadstead. Vessels bound here must stop at Lávrion, page 167, for clearance. 10

*Charts 1597 and 1554.*

There is anchorage in Oropós bay. There is a stone landing pier in this bay, with a depth of 7 feet (2<sup>m</sup>1) at its head, and two wooden piers, each with a depth of 15 feet (4<sup>m</sup>6) at its head. 15

*Chart 1597.*

Anchorage may be obtained in Alivérion bay in a depth of 15 or 16 fathoms (27<sup>m</sup>4 or 29<sup>m</sup>3), rather close in but the holding ground is good. 20

*Chart 1554.*

North-eastward of the dangers lying eastward of Pezós there is sufficient space for small vessels, with local knowledge, to anchor in case of necessity, and it can be approached from eastward by keeping along the coast of Évvoia. 25

In Levkandhíli roadstead there is a pier, with a depth of 4 fathoms (7<sup>m</sup>3) at its outer end, extending offshore for about 200 feet (61<sup>m</sup>0); and vessels, with local knowledge, can anchor in a depth of about 8 fathoms (14<sup>m</sup>6), at a distance of about a quarter of a cable south-south-eastward of the pier. 30

*Chart 2802, plan of Burj channel.*

**Búrji channel.**—This channel leads from the north-western end of Évripos strait into Khalkís outer harbour; it is 3 cables wide between Cape Búrji and Cape Avlís, west-north-westward, but the navigable channel is contracted to a width of about  $2\frac{1}{4}$  cables by shallow banks extending from both sides. The tidal streams rarely exceed a rate of 2 knots. 40

Cape Búrji (Lat.  $38^{\circ} 24' N.$ , Long.  $23^{\circ} 39' E.$ ) is a round, rocky mass, surmounted by an earth mound; it is a good navigational mark when approaching from south-eastward. A bank, over which there is a depth of less than 6 feet (1<sup>m</sup>8), extends about a cable south-westward from the cape. 45

A fortress and two towers, standing near Fílla (Phílla), a village situated about 3 miles north-eastward of Cape Búrji (chart 1554), are conspicuous.

Anchorage may be obtained half a mile southward of Cape Búrji with Cape Avlís lighthouse bearing  $321^{\circ}$ , in depths of from 42 to 48 feet (12<sup>m</sup>8 to 14<sup>m</sup>6), sand and mud. 50

**Light.**—**Light-buoy.**—A light is exhibited, at an elevation of 30 feet (9<sup>m</sup>1), from a square tower on a dwelling, 29 feet (8<sup>m</sup>8) in height, on Cape Avlís.

*Chart 2802, plan of Burj channel.*

A light-buoy, exhibiting a *white flashing light every three seconds* marks the outer edge of the bank extending south-westward from Cape Búrji.

- 5 **Pilots.**—North-bound vessels may obtain a pilot by signalling to the lighthouse on the western side of Búrji channel.

*Chart 2802, plan of Euripos channel.*

- Directions.**—There are no direct leading marks for Búrji channel, but a vessel approaching from southward should keep Passándasi  
10 lighthouse, visible over the low western point of Búrji channel, just open of the eastern extreme of the ruins of Karábaba fort, on the northern side of South harbour, bearing  $327^\circ$ , until Cape Búrji is abeam; then alter course northward and pass the lighthouse on the western side of the channel at the distance of about three-quarters  
15 of a cable; when Cape Péráma, on the southern side of the eastern entrance of Stenó channel, comes in line with Passándasi lighthouse, bearing  $315^\circ$ , a vessel may alter course north-westward and steer to pass about one cable south-westward of Passándasi.

- When passing Cape Búrji (*Lat.  $38^\circ 24' N.$ , Long.  $23^\circ 39' E.$* ), the  
20 discoloured water over the bank extending south-westward from it will probably be seen in contrast to the greenish water of greater depth outside it, which is a good guide if the light-buoy is not in position.

- On entering Búrji and Stenó channels it is necessary for a sailing  
25 vessel to have a fair or leading breeze, or to have recourse to warping; on running up from the south-eastward in summer with the sea-breeze she should be prepared to anchor at any moment, for it frequently happens that the wind does not blow home to the head of Évripos strait, and on rounding Cape Búrji it will be found blowing from  
30 northward, having been diverted by the high range of Mount Dhírfis (Delphi), and blowing fresh down that mountain it meets the sea-breeze up the Évripos strait.

- Khalkís outer harbour.**—The outer harbour of Khalkís extends from Búrji channel to Stenó channel, about 3 miles north-westward; shallow banks, the positions of which can best be seen on the chart,  
35 extend off both sides, but throughout the central part there is anchorage, if necessary, in depths of from 20 to 30 feet ( $6^m1$  to  $9^m1$ ), soft mud. A convenient anchorage is north-westward of Passá (Pasha Adasi), in depths of from 20 to 23 feet ( $6^m1$  to  $7^m0$ ). There are  
40 several bays round the shores of the outer harbour, and in one of them, Mikró Vathí roadstead, the entrance to which is about 4 cables southward of Cape Péráma, there are some small piers and some mooring buoys. Cape Péráma lies about  $2\frac{1}{2}$  miles north-westward of Cape Avlís lighthouse.

- 45 Griníaros (Krianaru), an islet, lies on the south-western side of the channel through the outer harbour, about  $1\frac{1}{2}$  miles north-westward of Cape Avlís lighthouse. The coastal bank, with depths of less than 3 fathoms ( $5^m5$ ) over it, extends northward of Griníaros for about half a cable.

- 50 Passándasi (Kolova), a rock, 2 feet ( $0^m6$ ) high, and steep-to, lies on the north-eastern side of the channel, about 4 cables northward of Griníaros.

*Chart 2802, plans of Steno pass and Euripos channel.*

Passá, an islet, 65 feet ( $19^m2$ ) high, lies at the north-western end

*Chart 2802, plans of Steno pass and Euripos channel.*

of the outer harbour, about a quarter of a mile north-eastward of Cape Péráma, mentioned previously.

**Lights.**—A light (*Lat. 38° 25' N., Long. 23° 37' E.*) is exhibited, at an elevation of 36 feet (11<sup>m</sup>0), from a white column with a red ladder and balcony on a stone base, situated on Passándasi. *See view.*

A light is exhibited, at an elevation of 32 feet (9<sup>m</sup>8), from an iron-column and hut, 19 feet (5<sup>m</sup>8) in height, on Cape Péráma. *Chart 2802, plan of Steno pass.*

**Stenó channel.—Caution.—Light.—**

**Light-buoys.**—This channel, leading from the outer harbour of Khalkís to South harbour has a least width of 1½ cables, but banks, with less than 3 fathoms (5<sup>m</sup>5) over them, extend from both sides, leaving a navigable channel about half a cable wide.

On the southern side of the channel there is a ferry pier, from the head of which a light is exhibited, situated about 1½ cables westward of Cape Péráma lighthouse; close eastward of this pier there is a jetty. For the draught of vessels and caution when passing through Stenó channel, *see page 173.*

The tidal stream at times runs through Stenó channel at the rate of about 2 knots.

A black light-buoy, exhibiting an *occulting green* light, is moored on the shallow bank on the northern side of the fairway near the eastern end of Stenó channel.

A red light-buoy, exhibiting a *flashing red* light, is moored on the shallow bank on the southern side of the fairway near the western end of Stenó channel.

*Chart 2802, plans of Steno pass and Euripos channel.*

**Leading beacons.**—Two beacons, 16 feet (4<sup>m</sup>9) high, each consisting of a wooden post, painted in black and red horizontal bands, and surmounted by a triangle, are situated on the southern shore of Stenó channel about half a mile westward of Cape Péráma lighthouse.

Three beacons, each similar to the above, are situated about a cable westward of Cape Péráma lighthouse.

Three beacons, 14 feet (4<sup>m</sup>3) high, each consisting of a white post, surmounted by a white triangle, are situated on the western side of South harbour, the front one standing about 1½ miles north-westward of Cape Péráma, and the others 2 and 5 cables, respectively, further north-westward; these beacons, in line, bear 302°.

**Directions.**—After passing Passándasi lighthouse, a vessel should steer to pass midway between Passá and Cape Péráma, until the beacons situated on the southern side of the channel, near the western end, are in line, bearing 280°; she should proceed in on this line of bearing passing southward of a black light-buoy at the eastern end, then alter course north-westward so as to bring the three leading beacons on the shore on the western side of south harbour, in line bearing 302°, or the three beacons near Cape Péráma, in line astern, bearing 122°, passing north-eastward of a red light-buoy situated near the western end of the channel, and into South harbour.



*Passándasi rock lighthouse.*

*Chart 2802, plans of Stenó pass and Euripos channel.*

In approaching Stenó channel, from northward, the beacons on the western side of South harbour should be brought in line astern bearing  $302^\circ$  some distance before entering the channel.

5 *Chart 2802, plans of Euripos channel and Euripo strait.*

**South harbour.—Dangers.**—South harbour, called by the Greeks Notió Limín, is an almost circular basin, the sides of which are fringed by a narrow shallow bank; the bottom consists of mud. A swing bridge (*Lat.  $38^\circ 27' N.$ , Long.  $23^\circ 36' E.$* ), which connects Évvoia with  
10 the mainland, is situated at the north-eastern end of the harbour, where it leads into North harbour.

A detached patch, with a depth of 9 feet ( $2^m7$ ) over it, lies about half a mile westward of the bridge and  $1\frac{1}{4}$  cables offshore.

A detached rocky patch, with a least depth of 19 feet ( $5^m8$ ) over it,  
15 lies in the fairway of the approach to North harbour, about  $1\frac{1}{4}$  cables south-south-westward of the bridge and three-quarters of a cable offshore.

Vourkári (Vurkos) roadstead, which is very shallow, is situated in a small bay which is entered between a point about 3 cables south-  
20 ward of the bridge and a point about 2 cables further southward. About  $1\frac{1}{4}$  cables southward of the southern entrance point of the bay, there is a small bight in which there is a building yard, with a slip and a pier for the use of small craft.

Karábaba fort, in ruins, stands on an eminence, 223 feet ( $68^m0$ )  
25 high, situated about 2 cables north-westward of the bridge; small craft are usually found at anchor from one to 3 cables offshore southward of this fort.

The best anchorage is in the middle of the harbour.

**North harbour.**—This harbour, called by the Greeks Vório Limín,  
30 extends north-north-eastward from the above-mentioned swing bridge for about a mile. At its southern end the harbour is only 129 feet ( $39^m3$ ) wide. The bridge is in two parts, opening northward and fitting into masonry arranged for that purpose. The bridge is opened in accordance with the regulations described on page 179, when the  
35 current is not too strong. For maximum draught and beam of vessels permitted to pass through the bridge, *see* page 173.

The eastern side of North harbour, almost as far as Cape Tekés, situated about half a mile northward of the bridge, consists of a sea wall with landing steps at intervals. Both sides of the harbour are  
40 bordered by shallow banks, the extent of which can best be seen on the chart, leaving a narrow but clear channel between; many small craft anchor on the banks on each side of the channel. At the north-western end of the channel, about  $4\frac{1}{4}$  cables northward of the bridge, the coastal bank is rocky and nearly three-quarters of a cable wide,  
45 and, about a quarter of a mile further northward the bank is nearly a cable wide.

Khalkís, the principal town of Évvoia, is situated on the eastern side of the harbour. Kaki Kefalí (Kaki Kephali), the north-western  
50 extreme of a projection, is situated at the north-eastern end of the harbour, about half a mile north-north-eastward of Cape Tekés.

**Lights.—Light-buoys.**—A light is exhibited, at an elevation of 68 feet ( $20^m7$ ), from a square tower, 39 feet ( $11^m9$ ) in height, on Kaki Kefalí.

A light is exhibited, at an elevation of 39 feet ( $11^m9$ ), from an iron

*Chart 2802, plans of Euripos channel and Euripo strait.*

post situated on the western side of the northern part of North harbour, situated about 6 cables south-westward of Kaki Kefali lighthouse.

A red light-buoy, exhibiting a *red flashing light every three seconds* marks the western edge of the coastal bank extending offshore near Cape Tekés (*Lat. 38° 28' N., Long. 23° 36' E.*) 5

A black light-buoy, exhibiting a *green flashing light every three seconds*, marks the extremity of the rocky shoal extending from the western side of North harbour, abreast Cape Tekés.

The position of these light-buoys is not to be depended on. 10

**Telegraph cable.**—A submarine telegraph cable is laid across the southern entrance to North harbour.

**Pilots.**—Pilotage is compulsory for all foreign merchant vessels, also for foreign men-of-war other than light craft.

In 1930, H.M.S. *Cairo* was allowed to pass through North harbour 15 without a pilot and experienced no difficulty.

The port office is situated close eastward of the swing bridge.

**Regulations.**—(1) The swing bridge is open at any time of the day or night for the passage of a vessel provided she is proceeding with the stream. In the case of a Man-of-War or a vessel engaged on urgent 20 government duty, the bridge is opened irrespective of the direction of the stream. Captains of vessels are responsible in such exceptional circumstances and give their reports to the officials of the Port Authority.

(2) In the case of sailing vessels or motor vessels the bridge is opened 25 by day only, and if required by at least two such vessels, the stream not being against them. In exceptional circumstances, the bridge is opened by day for one sailing vessel or motor vessel, or if they are carrying foodstuffs.

If the bridge is already opened, motor vessels are permitted to pass 30 through at night under their own power, if the current be suitable. The bridge will also be opened at night, but only up till midnight, for motor vessels, which have not given notice in advance, provided they have paid their dues and the current is suitable.

In the event of bad weather or a strong wind, the bridge is not opened 35 on request, even if the current be suitable, should the Captain of the Port or the Port Engineer consider that the bridge is liable to damage and that a safe passage for the vessel cannot be guaranteed.

(3) A vessel requiring the bridge to be opened either by day or at night should give *five* blasts on her whistle of a total duration of 40 *twenty seconds*. The signal will be answered in accordance with the day or night signals in the accompanying table, either with regard to the opening of the bridge or indicating that passage is prohibited. Once the answering signal has been made the whistle signal must not be 45 repeated.

(4) When the bridge is fully open (which is indicated at night by the central *red fixed* light being no longer visible, and the four side lights appearing as *two green fixed* lights on the western side, and *two red fixed* lights on the eastern side), the vessel should approach on the axis of the canal to within 440 yards (400<sup>m</sup>)–550 yards (500<sup>m</sup>) at a suitable speed, 50 and then pass through the bridge; responsibility for any damage to the bridge or craft in the vicinity rests with the Captain or the Company owning the vessel.

(5) Two or more vessels wishing to pass at the same time take

*Charts 1554, 426, 2836b, 2158b, 449.*



*Chart 2802, plans of Euripos channel and Euripo strait.*

precedence as follows:—passenger vessels; vessels in ballast; motor vessels; sailing vessels; rowing boats. There should be an interval of at least 330 yards (300<sup>m</sup>0) between the larger vessels and 110 yards (100<sup>m</sup>0) between motor and smaller vessels.

(6) The bridge is not opened for half-an-hour prior to the scheduled train times, even though a passenger vessel may thereby miss the tide; this period may at slack water be extended to one hour; the same rule is observed for ten minutes prior to the arrival or ten minutes after the departure of a train from the station. If the tide be actually on the turn, the bridge will be kept open for waiting vessels till the last moment, and closed immediately such vessels have passed through.

**Signals.**—Cones and balls by day, hoisted on a mast at the western end of the bridge and lights by night, shown in the middle of the bridge, are used to denote the movements of the bridge. The signals and their signification are as follows:—

	<i>Day Signal.</i>	<i>Night Signal.</i>	<i>Signification.</i>
	Two black cones, points together, above a black ball.	<i>Green, white, red</i> lights disposed vertically.	Bridge closed.
20	————	<i>Red fixed</i> light in the middle of the bridge.	Bridge closed at night.
25	————	<i>2 green fixed</i> lights on western side and <i>2 red fixed</i> lights on eastern side.	Bridge open at night.
30	Two black cones, points together, above a black cone, point downwards.	<i>Green, white, green</i> lights disposed vertically.	Bridge open for the passage of steamers and sailing vessels southward bound with or without the current. Passage northward forbidden.
35	Two black balls disposed vertically, separated by a black cone, point upwards.	<i>Red, white, red</i> lights disposed vertically.	Bridge open for the passage of steamers and sailing vessels northward bound with or without the current. Passage southward forbidden.
40	Two black cones, points together, above a black cone, point downwards, and a red ball at east yard-arm	<i>Green, white, green</i> lights disposed vertically and a <i>red</i> light at east yardarm.	Bridge open for Men-of-War southward bound with contrary current. Passage northward forbidden.
45	Two black balls disposed vertically, separated by a black cone, point upwards, and a red ball at east yardarm	<i>Red, white, red</i> lights disposed vertically and a <i>red</i> light at the east yardarm.	Bridge open for Men-of-War northward bound with contrary current. Passage southward forbidden.
50			

*Charts 1554, 426, 2836b, 2158b, 449.*

*Chart 2802, plans of Euripos channel and Euripo strait.*

**Tides and tidal streams.\***—In the Gulf of Évvoia the spring range is about 2.6 feet (0<sup>m</sup>8) and the neap range about one foot (0<sup>m</sup>3). The mean high water interval is 4 hours 56 minutes.

In South harbour, however, both spring and neap range are small, 5 and the mean high water interval is 3 hours 44 minutes.

In consequence of this difference in time and range of tide at either end of North harbour, strong streams are caused which attain rates of from 6 to 7 knots at springs.

Sea level is also affected by local disturbances or seiches of small 10 range, and these seiches occur independently in the southern end of the Gulf of Évvoia and in South harbour. Their effect upon the streams is not of importance during springs, that is from about 3 days before until about 7 days after new and full moon; at other times, when the rate is not more than one knot, the seiches cause frequent and irregular 15 changes of direction in the streams.

The times of high water at the southern end of the Gulf of Évvoia can be computed from the harmonic constants given in the Admiralty Tide Tables, Part II. The south-going stream flows from 2 hours 30 minutes before, until 3 hours 45 minutes after high water, having 20 a maximum rate at the time of high water. The north-going stream flows from 3 hours 55 minutes after, until 2 hours 40 minutes before high water, and has a maximum rate at the time of low water. The duration of slack water is about 10 minutes only.

At springs, rates of from 6 to 7 knots occur about 1½ days after new 25 and full moon, and decrease by about one knot for each day before or after springs.

Southerly or south-westerly gales will cause the water in South harbour to be banked up and, in consequence, increase the rate of the north-going stream to 8 or 8½ knots, with a corresponding decrease in 30 the rate of the south-going stream. This will, in a day or two, have the effect of raising the sea level in the Gulf of Évvoia also, and when the gale ceases and the sea level in South harbour has returned to normal, it will be the rate of the south-going stream which is increased until the sea level at both ends of North harbour have been adjusted 35 to normal.

*Note.*—The observations on which these remarks were based were obtained by day only, there is therefore no information as to diurnal effects which are not, however, likely to be great.

**Directions.**—With proper care and commanding speed, a steam 40 vessel, may pass through the bridge (*Lat. 38° 27' N., Long. 23° 36' E.*) without difficulty in any condition of weather.

As the current in the strait may attain a rate of 7 knots, and in stormy weather 8½ knots, it is advisable to anchor before entering the narrow channel, and not approach the passage till after the bridge 45 is opened. It will be necessary for a sailing vessel at anchor to be under way before slack water, which cannot be calculated at times to within 15 or 30 minutes, and be prepared to pass through the bridge immediately the signal is shown that it is open.

**Khalkís.—Communications.—Supplies.**—The population of 50 Khalkís, in 1928, was 17,297.

The town is connected to the general railway and telegraph systems. There is frequent steamer communication with the Piræívs and Vólos.

\* From observations and remarks by Captain Mansell, R.N.

*Charts 1554, 426, 2836b, 2158b, 449.*

*Chart 2802, plans of Euripos channel and Euripo strait.*

Fresh provisions are plentiful. Water is available, both for drinking and boilers, but vessels, lying at anchor, have to use their own resources to obtain it.

5 *Charts 2802, plan of Euripo strait, and 1554.*

**North roadstead.**—The area in the south-eastern part of the Gulf of Évvoia, page 183, lying northward of Kakí Kefalí to the parallel of Cape Gáldharos, which is low and sandy, about  $2\frac{1}{2}$  miles north-westward, may be considered the northern roadstead of Khalkís, as, with  
10 the exception of the undermentioned dangers there are anchoring depths all over it, in from 10 to 17 fathoms ( $18^m3$  to  $31^m1$ ), mud, sheltered from westerly winds by Cape Gáldharos and the bank, with depths of less than 5 fathoms ( $9^m1$ ) over it, which extends northward from that cape for the distance of about 6 cables; in winter it would  
15 be advisable to anchor within about a mile of the town of Khalkís. See view.



Kastros  
Véli Babá.

Khalkís

Karábaba.

Northern entrance of North harbour from northward.

**Dangers.**—A rocky shoal, over which there is a least depth of 6 feet ( $1^m8$ ), lies about  $2\frac{1}{2}$  cables east-north-eastward of Kakí Kefalí lighthouse, near the outer edge of the coastal bank, with depths of  
20 less than 5 fathoms ( $9^m1$ ) over it, which extends northward from the coast for about a quarter of a mile in this vicinity.

A shoal, on which there are some sunken rocks and one which is awash, extends westward for about 4 cables from a point situated about a mile north-eastward of Kakí Kefalí lighthouse; a detached  
25 rocky shoal, with a depth of  $4\frac{1}{2}$  fathoms ( $7^m8$ ) over it, lies about three-quarters of a mile north-north-eastward of Kakí Kefalí lighthouse and 6 cables offshore.

A shallow rocky bank extends about  $1\frac{1}{2}$  cables westward of Cape Megáli Mánika, situated about  $2\frac{1}{2}$  miles north-north-eastward of  
30 Kakí Kefalí lighthouse; depths of less than 5 fathoms ( $9^m1$ ) extend about half a mile south-westward and 3 cables westward of Cape Megáli Mánika.

*Chart 1554.*

**Vatóndas bay.**—Vatóndas (Vathonda) bay is entered between  
35 a point situated about  $2\frac{1}{2}$  miles north-north-eastward of Kakí Kefalí lighthouse, and a point about 4 cables south-eastward. Depths of less than 3 fathoms ( $5^m5$ ) extend from the head of Vatóndas bay for about a quarter of a mile and off the northern entrance point for about a cable. The village of Vatóndas is situated on the north-eastern side  
40 of the bay.

**Light.**—A light (*Lat.*  $38^\circ 30' N.$ , *Long.*  $23^\circ 38' E.$ ) is occasionally exhibited, at an elevation of 16 feet ( $4^m9$ ), from the northern entrance point of Vatóndas bay.

*Chart 2836b.*

**Gulf of Évvoia.**—**General description.**—The Gulf of Évvoia, called by the Greeks *Evvoikós Kólpos*, extends from the northern end of Évripos strait to the Likhádhēs islands, lying close off Cape Lithádhā, the western extreme of Évvoia, about 42 miles north-westward. North-westward of Cape Gaídhāros, page 182, both sides of the gulf are generally steep-to, the south-western side is clear of dangers at a short distance offshore, and the north-eastern side has no off-lying dangers at a greater distance than about a quarter of a mile. Kandhíli mountains, page 165, are situated a short distance within the coast on the north-eastern side and extend over a distance of 7 miles; violent gusts of wind descend from these mountains during north-easterly and northerly winds. Heavy squalls may also be expected from the high land on the south-western side of the gulf.

*Chart 1554.*

**Coast.**—On the southern side of the Gulf of Evvoia, Gaídhāros, an islet, lies in the bight westward of Cape Gaídhāros, about 2 miles south-westward of that cape, and is separated from the coast by a narrow passage; this islet is rocky and dark in colour, and stands out well against the sandy hills of the background. A small group of above-water and sunken rocks lies about a quarter of a mile off the north-western end of the islet, with a depth of 11 fathoms (20<sup>m</sup>1) between.

Mount Ktipás (Ktýpa), 3,350 feet (1,021<sup>m</sup>1) high, stands about 3½ miles south-south-westward of Cape Gaídhāros.

Skroponéri (Scroponeri) bay is entered between Cape Támera, the north-eastern termination of the Ptóön (Scroponeri) and Stróúngaina (Strutzina) mountains, situated about 6 miles westward of Cape Gaídhāros, and Cape Gátza, about 1½ miles west-north-westward; Cape Támera rises to a peak, 820 feet (249<sup>m</sup>9) high, a short distance inland. Gátza, an islet which is steep-to, lies in the entrance to Skroponéri bay, about 3½ cables east-south-eastward of Cape Gátza. Skroponéri bay is surrounded by high land; the bay affords anchorage in depths of from 18 to 20 fathoms (32<sup>m</sup>9 to 36<sup>m</sup>6).

On the north-eastern side of the gulf, there is a bight between the northern entrance point of Vatóndas bay, page 182, and Cape Politiká (Mnima) (*Lat.* 38° 34' N., *Long.* 23° 32' E.), about 6 miles north-westward.

On the south-western side of the gulf, Lármes bay is entered between Cape Stavrós, situated about 4 miles north-westward of Cape Gátza, and a point about one mile northward. On the north-western side of the bay, an islet, about 20 feet (6<sup>m</sup>1) high, with the white chapel of Áyios Yeóryios on its summit, is situated about three-quarters of a mile north-westward of Cape Stavrós and lies on a rocky shoal lying about a quarter of a mile offshore. Further south-westward, and on the same side of the bay, there are the remains of an ancient fortification of red sandstone.

The village of Lárimna (Larmes) is situated on the western side of the bay, about 1½ miles westward of Cape Stavrós (*Lat.* 38° 34' N., *Long.* 23° 20' E.). There is a cantilever overhead loading jetty situated one mile westward of Cape Stavrós, opposite the village; two mooring buoys are moored off the jetty.

*Chart 1556.*

The monastery of Áyios Nikólaos, situated near the coast, on the

*Chart 1556.*

north-eastern side of the Gulf of Évvoia, about 11 miles north-westward of Cape Politiká, consists of large white buildings, and is conspicuous between the bearings of 004° and 049°, but is hidden by trees  
5 outside these bearings.

Cape Yianitsá (Ianiitsa) lies about 16 miles north-westward of Cape Politiká. The port of Límni, where there is a small pier, lies at the head of a small bay of the same name, about 1½ miles eastward of Cape Yianitsá; the depths in Límni bay are considerable, and a mooring  
10 buoy is established, in a depth of about 30 fathoms (54<sup>m</sup>9), a short distance southward of the pier.

Pilotage is compulsory at Límni for all foreign merchant vessels, also for foreign men-of-war other than light craft.

Límni is connected to the general telegraph system, and there is  
15 steamer communication with the Piraiévs and Vólos.

A factory with a conspicuous chimney stands near the coast, about 2 miles south-eastward of Límni. Steamers of considerable size lie off the factory with two anchors down and the stern secured to the shore.

*20 Charts 1554 and 1556.*

**Lights.**—A light is exhibited, at an elevation of 29 feet (8<sup>m</sup>8), from an iron column and hut, 19 feet (5<sup>m</sup>8) in height, on the western side of Lármes bay.

A light is exhibited, at an elevation of 20 feet (6<sup>m</sup>1), from a white  
25 iron tower with a masonry base, 10 feet (3<sup>m</sup>0) in height, on Cape Politiká.

A light is exhibited, at an elevation of 101 feet (30<sup>m</sup>8) from an iron column, 26 feet (7<sup>m</sup>9) in height, situated on the western entrance point of Límni bay.

**30 Coast.**—On the south-western side of the Gulf of Évvoia, from Cape Lármes, situated about 2½ miles northward of Cape Stavrós, the coast trends round north-westward for about 8 miles to Cape Theológos (*Lat.* 38° 41' N., *Long.* 23° 12' E.). Cape Kérata, with an old tower on it, lies about 1½ miles west-south-westward of Cape  
35 Theológos. Mount Theológos, 705 feet (214<sup>m</sup>9) high and covered with trees and bushes, lies a short distance inland between the two last-mentioned capes. A shoal, on which there is a 2½-fathom (4<sup>m</sup>1) patch, extends north-westward from Cape Kérata for about a quarter of a mile.

*40 Chart 1556.*

**Atalándi bay.**—This bay, open northward, lies on the south-western side of the gulf, between Cape Kérata and Cape Arkítsa, which is low and sandy, about 8 miles north-westward. Áyios Ioánnis Theológos, a small port, is situated in the south-eastern corner of the  
45 bay, about 2 miles south-eastward of Cape Kérata. There is a small pier, with a depth of 26 feet (7<sup>m</sup>9) at its outer end, about 1½ miles southward of Cape Kérata; and there are some mooring buoys off the pier. The bottom of this part of Atalándi bay consists of mud over rock.

**50 Gaíðharos**, an island, almost connected to the coast by low marshy land, lies on the south-western side of the head of the bay; the bottom of this part of the bay consists of sand and shells.

Armirós bay is entered at the head of Atalándi bay, between the eastern extreme of Gaíðharos and a point on the mainland about half

*Charts 426, 2836b, 2158b, 449.*

*Chart 1556.*

a mile eastward. A rock, over which there is a depth of 7 feet ( $2^m1$ ), lies nearly in the middle of the entrance of Armirós bay. There is a small pier, with a depth of 26 feet ( $7^m9$ ) at its outer end, on the north-western side of this bay.

Atalándi island, 410 feet ( $125^m0$ ) high, with the islet of Áyios Nikólaos lying about 2 cables westward of its northern extreme, is situated about a mile north-north-westward of Gafdharos; the southern end of Atalándi island is separated from the mainland by a narrow passage, in the fairway of which there are depths of from 5 to 7 fathoms ( $9^m1$  to  $12^m8$ ). The area between Atalándi island and the coast westward of it, affords good anchorage in depths of from 6 to 10 fathoms ( $11^m0$  to  $18^m3$ ), with good holding ground. The best berth is about 3 cables westward of an islet lying close off the middle of the western side of Atalándi island, but care must be taken in a vessel of deep draught to avoid the isolated  $4\frac{1}{2}$ -fathom ( $8^m2$ ) patch which lies about  $1\frac{1}{2}$  cables north-westward of this islet. Although the anchorage is open northward, the furious gusts of wind from the high land of Évvoia do not reach it.

The landing place for the town of Atalándi, about  $3\frac{1}{2}$  miles inland, 20 is on the mainland westward of the island. There is occasional steamer communication with the Piraiévs and Vólos from the landing place.

Cape Livanátes (Livantes) is situated about 3 miles south-eastward of Cape Arkítsa, and the village of Livanátes is situated on the face of a hill about a mile west-south-westward of Cape Livanátes. About  $1\frac{1}{2}$  miles north-westward of the cape, the coast is fringed by rocks, some of which are above water. The whole of the south-western side of Atalándi bay should be given a wide berth.

Mount Khlomón, 3,543 feet ( $1,079^m9$ ) high, lies about  $9\frac{1}{2}$  miles southward of Cape Arkítsa, and Mount Xeró, 2,340 feet ( $713^m2$ ) high, 30 lies about 4 miles south-westward of the same cape.

**Lights.**—A light (*Lat.*  $38^\circ 41' N.$ , *Long.*  $23^\circ 07' E.$ ) is exhibited, at an elevation of 40 feet ( $12^m2$ ), from an iron column, 19 feet ( $5^m8$ ) in height, on Áyios Nikólaos islet.

A light is exhibited, at an elevation of 39 feet ( $11^m9$ ), from an iron 35 column, 19 feet ( $5^m8$ ) in height, near the quay at the skala of Atalándi.

*Chart 1521.*

A light is exhibited, at an elevation of 55 feet ( $16^m8$ ), from a masonry tower and dwelling, 49 feet ( $14^m9$ ) in height, on Cape Arkítsa.

**Coast.**—Cape Stavrós, on the north-eastern side of the gulf, lies 40 about 10 miles north-westward of Cape Yianitsá, page 184, and the eastern entrance point of the Gulf of Aidhipsós, about 2 miles further west-north-westward. Mount Teléthrion (Balanti), 2,890 feet ( $880^m9$ ) high, lies about 2 miles north-eastward of Cape Stavrós.

**Gulf of Aidhipsós.**—This gulf lies on the northern side of the Gulf 45 of Évvoia and is entered between the point mentioned above and a point about  $2\frac{1}{2}$  miles westward. Yíáltra (Gialtra) bay is situated at the north-western end of the Gulf of Aidhipsós and is the only sheltered anchorage on the coast of Évvoia between Khalkís and the Likhádhes islands; the depths in the central part are, however, rather 50 considerable.

The old village of Aidhipsós is situated about  $1\frac{1}{2}$  miles northward of the eastern entrance point and a short distance inland. The new village of Aidhipsós, in which there are several hotels, is situated close

*Chart 1521.*

to the eastern entrance point ; several piers extend offshore near this village, one of which can be used by steamboats. Aidhipsós is connected to the general telegraph and telephone systems, and there is  
 5 steamer communication, in summer, with the Piraiévs and Vólos.

**Light.**—A light is exhibited, at an elevation of 23 feet (7<sup>m</sup>0), from an iron column and hut, 19 feet (5<sup>m</sup>8) in height, on a point, situated on the southern side of the entrance of Yíáltra bay, about 3½ miles west-north-westward of the eastern entrance point of the Gulf of  
 10 Aidhipsós.

**Coast.**—From the western entrance point of the Gulf of Aidhipsós, the coast trends south-westward for about 2½ miles and then westward for 5 miles to Cape Lithádha, page 183 ; on the latter cape there is a conspicuous shrine.

15 The coast on the southern side of the western end of the Gulf of Évvoia, between Cape Arkítsa and Cape Kálamos, about 6½ miles westward, is low and sandy, backed by high land. Cape Kálamos is low and sandy. Áyios Konstandínos bay lies at the head of a bight between Cape Kálamos and Cape Knimís tís Stereás (Knemis), a low  
 20 projecting point, 3½ miles westward ; a narrow shallow bank fringes the shores of this bight in places.

**Likhádhes islands.**—**Dangers.**—The Likhádhes are a group of low islands and rocks lying about one mile westward and one mile south-south-westward of Cape Lithádha (*Lat.* 38° 49' N., *Long.*  
 25 22° 50' E.).

Monoliá, the largest and northernmost of the group, is surrounded by a shallow coastal bank, on which there are sunken rocks, except for a short stretch of coast on its south-western side ; it is separated from the western end of Évvoia by Likhádhes (Lithada) strait, about  
 30 1½ cables wide in its narrowest part, between Cape Lithádha and the eastern side of a shallow spit which extends north-north-eastward from the south-eastern extreme of Monoliá for 2½ cables. There are depths of about 4½ fathoms (8<sup>m</sup>7) in the fairway of Likhádhes strait, but as the tidal streams run through it at a considerable rate and change  
 35 in a similar way to those in North harbour at Khalkís, page 181, this strait is only suitable for boats and vessels with local knowledge.

A reef, on which there are a number of islets and above-water rocks, extends southward of Monoliá for about half a mile, and a spit, with rocks, over which there are depths of less than 6 feet (1<sup>m</sup>8), extends  
 40 west-south-westward from the southernmost of these islets for about half a mile. All these dangers are covered by the *red* sector of Strongfli light between the bearings of 113° to 293°, and by the *red* sector of Cape Knimís tís Stereás light between the bearings of 140° and 230°.

Strongfli, 104 feet (31<sup>m</sup>7) high, the southernmost of the Likhádhes  
 45 islands, lies about 6½ cables southward of the south-eastern extreme of Monoliá. A sandy spit extends for a short distance from the northern side of Strongfli, leaving a clear channel, about 1½ cables wide, between it and the southern edge of the reef extending southward of Monoliá ; there is a depth of 6½ fathoms (11<sup>m</sup>9) in the fairway  
 50 of this channel.

A shoal, with a depth of 3½ fathoms (6<sup>m</sup>9) over it, lies near the eastern end of a 6-fathom (11<sup>m</sup>0) bank, which extends eastward of Strongfli for about 2 cables. A rock, with a depth of 4½ fathoms (7<sup>m</sup>8) over it, lies on the southern end of a 10-fathom (18<sup>m</sup>3) bank which

*Charts 1556, 2836b, 2158b, 449.*

*Chart 1521.*

lies about  $6\frac{1}{2}$  cables east-south-eastward of Strongfli; it is covered by the *red* sector of Cape Knimís tis Stereás light between the bearings of  $140^\circ$  and  $230^\circ$ , and by the *red* sector of Strongfli light between the bearings of  $113^\circ$  to  $293^\circ$ .

Knimís (Knemis) channel, about a mile wide, separates Strongfli from Cape Knimís tis Stereás; with the exception of the rock, with  $4\frac{1}{2}$  fathoms ( $7^m8$ ) over it, previously mentioned, this channel is deep and clear.

**Caution.**—Navigation is controlled in Knimís channel and also in Oreóí strait, page 188. See page 21.

**Lights.**—A light (*Lat.  $38^\circ 48' N.$ , Long.  $22^\circ 50' E.$* ) is exhibited, at an elevation of 134 feet ( $40^m8$ ), from a white stone tower on a dwelling, 30 feet ( $9^m1$ ) in height, on Strongfli.

A light is exhibited, at an elevation of 29 feet ( $8^m8$ ), from a white iron tower with a red band, on Cape Knimís tis Stereás.

**Tidal streams.**—The east-going stream commences to run into the Gulf of Évvoia at about 3 hours after low water by the shore, and the west-going stream to run out 3 hours after high water, but both streams are much affected by the winds. The rate of the streams under ordinary conditions is about  $1\frac{1}{2}$  knots.

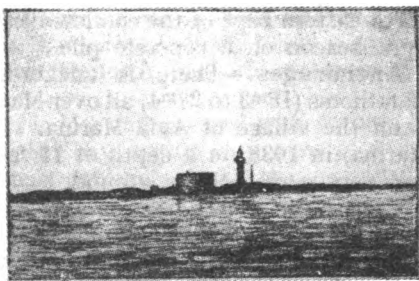
**Coast.**—Westward of the Likhádhes islands there is an area which leads, at its north-western end, into Maliaic gulf between Cape Khiliomfli, situated 7 miles north-westward of Cape Knimís tis Stereás, and Cape Karavofánaro (Karavophanaro),  $1\frac{1}{2}$  miles northward; on its northern side this area leads into Oreóí strait between Cape Vasilína, situated about 3 miles north-north-eastward of Cape Lithádha, and Cape Dhrépanos (Drepanon), about  $4\frac{1}{2}$  miles westward. On the eastern side of this area, the coast is fringed by a shallow bank between Cape Lithádha and Cape Vasilína, to within a short distance of the latter. About midway between the two capes, this bank extends offshore for about 3 cables, and is steep-to; this part of the bank is covered by the *green* sector of Cape Vasilína light between the bearings of  $032^\circ$  and  $041^\circ$ .

**Lights.**—A light (*Lat.  $38^\circ 51' N.$ , Long.  $22^\circ 42' E.$* ) is exhibited, at an elevation of 29 feet ( $8^m8$ ), from a circular iron tower, 26 feet ( $7^m9$ ) in height, on Cape Khiliomfli. See view.

A light is exhibited, at an elevation of 26 feet ( $7^m9$ ), from a white iron obelisk on a concrete base, 16 feet ( $4^m9$ ) in height, on Cape Dhrépanos.

A light is exhibited, at an elevation of 33 feet ( $10^m1$ ), from a square masonry tower and dwelling, 26 feet ( $7^m9$ ) in height, on Cape Vasilína.

**Maliaic gulf.**—**Beacon.**—The entrance points to this gulf, called by the Greeks Maliakós Kólpos, described above, are both low and steep-to. A bank, with less than 6 fathoms ( $11^m0$ ) over it, fringes all the sides of Maliaic gulf; the position of this bank can best be seen on the chart. The southern side and the head of the gulf are



Cape Khiliomfli lighthouse,  
from eastward.



**Chart 1521.**

indented with shallow bights. The river Sperkhiós flows into the gulf through an area of low swampy ground, which lies northward of the bases of Mounts Souvála (Suvalla) and Eláfi (Alaphi), 4,140 and  
 5 3,560 feet (1,261<sup>m</sup>9 and 1,085<sup>m</sup>1) high, respectively (chart 1556). A spit, which dries, extends off the mouth of the river Sperkhiós in a north-easterly direction for about a mile; close off the outer end of this spit there is a depth of 6 fathoms (11<sup>m</sup>0).

This village of Stilis (Stylis) is situated at the head of a shallow  
 10 bight on the northern side of Maliaic gulf, about 4 miles north-westward of Cape Karavofánaro (*Lat.* 38° 53' N., *Long.* 22° 42' E.). The village can be reached through a narrow channel, dredged to a depth of 16 feet (4<sup>m</sup>9); Kalóyiros (Kalogeros), a low islet on which there is a beacon, lies on the south-western side of this channel, about 4 cables  
 15 south-eastward of Stilis. Quays have been built in front of the village; in the dredged area between these and the north-western end of the dredged channel, there are depths of from 10 to 16 feet (3<sup>m</sup>0 to 4<sup>m</sup>9). Stilis is an agricultural and fishing village with a population, in 1933, of about 3,000.

20 The village of Ayía Marina lies about 1½ miles south-westward of Stilis. There is a pier, which can berth vessels drawing 24 feet (7<sup>m</sup>3) and off which there are two mooring buoys, at Ayía Marina.

The tidal streams set in and out of Maliaic gulf at the rate of 1½ knots.

**Light.—Light-buoys.—Beacon.**—A light is exhibited, at an  
 25 elevation of 39 feet (11<sup>m</sup>9), from a white iron obelisk on the quay at Stilis.

A black conical light-buoy, exhibiting a *green flashing* light, marks the eastern side of the southern entrance of the dredged channel leading to Stilis, and a red conical light-buoy, exhibiting a *red flashing*  
 30 light, marks the western side of that entrance.

The dredged channel is also marked by two light-buoys, close south-eastward of Kalóyiros, one on the north-eastern side of the channel exhibiting a *green* light, and the other on the south-western side, exhibiting a *red* light, but these light-buoys are unreliable. The  
 35 north-eastern edge of the shallow bank, southward of Stilis, is marked by a beacon on a concrete pile.

**Anchorage.**—There is anchorage in depths of from 10 to 15 fathoms (18<sup>m</sup>3 to 27<sup>m</sup>4) all over Maliaic gulf, but the usual anchorage is off the village of Ayía Marina. H.M.S. *Gipsy* anchored off Ayía  
 40 Marina, in 1938, in a depth of 11 fathoms (20<sup>m</sup>1), thick yellow mud and very good holding ground.

**Communications.**—Stilis and Ayía Marina are connected to the general railway and telegraph systems. There is frequent steamer communication with the Piraiévs and Vólos.

45 **Oreóí strait.—General description.**—The south-western entrance of Oreóí strait is described on page 187; the north-western side of the strait is formed by the mainland, and the south-eastern by part of the north-western coast of Évvoia. The strait is about 1½ miles wide in its narrowest part, near the south-western end and, at its north-eastern  
 50 end leads into Tríkeri strait, page 198. See view facing page 198.

The tidal stream sets through Oreóí strait at the rate of 1½ knots. H.M.S. *Royal Sovereign* reported, in 1929, that whilst lying at anchor in Glífa bay, for a period of eight days, the north-east-going stream was observed to run about three hours after and the south-west-going

*Chart 1521.*

stream about three hours before the time of high water in Knimís channel.

**Caution.**—See page 187.

**Channel.**—**Dangers.**—On the north-western side of Oreóí strait, 5  
Cape Dhrépanos, page 187, is low, sandy and steep-to; the coast  
east-north-eastward, for a distance of  $3\frac{1}{2}$  miles, is also low and sandy,  
whence to Cape Tápia, situated about  $1\frac{1}{2}$  miles north-north-westward  
of Cape Vasilína (*Lat.*  $38^{\circ} 52' N.$ , *Long.*  $22^{\circ} 51' E.$ ), the coast is cliffy.

Gardhíki bay, which lies between Cape Tápia and the southern 10  
extreme of a spur of an elevated ridge, about  $2\frac{1}{2}$  miles north-eastward  
affords anchorage at its head, in depths of from 14 to 18 fathoms  
( $25^m6$  to  $32^m9$ ). Part of the northern side of the bay is fringed by a  
shallow bank, about a cable wide, which is steep-to. The village of  
Gardhíki, which is connected to the general telegraph system, stands 15  
on a hill about  $1\frac{1}{2}$  miles inland. The land in the vicinity of the bay is  
cultivated.

On the south-eastern side of Oreóí strait, Cape Vasilína, page 187,  
is low and sandy, and a shallow bank, about a cable wide, extends  
offshore on the eastern side of the cape. Between Cape Vasilína and 20  
a point about a mile east-north-eastward, there is a bight, at the head  
of which there are some steep cliffs lying at the base of Mount Ilías  
(Elias), 2,200 feet ( $670^m6$ ) high with a church on its summit, situated  
about three-quarters of a mile inland. Below the cliffs, the coast is  
sandy and shallow banks extend for a short distance from the shore of 25  
the bight in places. A shallow bank extends for a short distance from  
the eastern entrance point of the bight.

On the north-western side of Oreóí strait, Vathí (Vathykelos) bay  
is entered between a point, situated about  $2\frac{1}{2}$  miles east-north-eastward  
of the eastern entrance point of Gardhíki bay, and a point about half 30  
a mile north-eastward; the head of this bay is almost landlocked.  
The northern side of the bay, from about 2 to 5 cables westward of  
the north-eastern entrance point, is fringed by a narrow bank with  
depths of 6 fathoms ( $11^m0$ ) over it, and a shoal, with a depth of  
2 fathoms ( $3^m7$ ) over it, extends for a short distance from the south- 35  
western side of the bay about half a mile north-westward of the south-  
western entrance point. Mount Ilías (Elias) (chart 1556) is situated  
on the mainland, about 2 miles north-north-westward of the head of  
Vathí bay.

Áyios Nikólaos, an islet which is low and covered with shrubs, lies 40  
in the southern approach to Vathí bay, about a quarter of a mile  
south-eastward of its south-western entrance point. A narrow bank,  
with a depth of  $3\frac{1}{4}$  fathoms ( $5^m9$ ) over it, extends from the northern  
and western sides of Áyios Nikólaos.

Glífa (Glypha) bay, with the village of the same name at its head, 45  
lies between the north-eastern entrance point of Vathí bay and Cape  
Áyios Sóstis (*Lat.*  $38^{\circ} 57' N.$ , *Long.*  $23^{\circ} 00' E.$ ), about 2 miles east-  
north-eastward. A narrow, shallow bank fringes the coast between  
Cape Áyios Sóstis and a point about 2 miles northward; the eastern  
side of the cape consists of white cliffs. 50

On the south-eastern side of Oreóí strait, a reef, parts of which are  
barely covered, extends for the distance of about 2 cables from a low,  
swampy point, situated about 8 miles east-north-eastward of Cape  
Vasilína; there are depths of  $5\frac{1}{2}$  fathoms ( $10^m1$ ) close north-westward  
of this reef. 55

*Charts 1556, 2836b, 2158b, 449.*

*Chart 1521.*

Oreof bay is entered, on the south-eastern side of the strait, between Cape Nisiótissa (Nesiotisa), situated about  $2\frac{3}{4}$  miles eastward of Cape Áyios Sóstis, page, 189 and Cape Gará, about 3 miles north-eastward. 5 Monastíri islet, with the ruins of a turret on it, and with another islet close north-westward of it, lies on the southern side of Oreof bay, close eastward of Cape Nisiótissa; some buildings and a mole are situated on the eastern side of the bay, about  $1\frac{3}{4}$  miles east-north-eastward of the same cape. The town of Oreof stands on a hummock which rises 10 abruptly from the plain, about half a mile eastward of the mole.

Oreof reef is situated about three-quarters of a mile northward of Cape Nisiótissa; it consists of two rocky heads, with less than 6 feet ( $1^m8$ ) over them, lying on a bank, with depths of from  $3\frac{1}{4}$  to  $4\frac{1}{4}$  fathoms ( $5^m9$  to  $8^m7$ ) over it.

15 Oreof bay affords fair anchorage in depths of from 16 to 17 fathoms ( $29^m3$  to  $31^m1$ ), sand; the best berth is half a mile offshore north-westward of the mole. There is also anchorage about 2 cables westward of the mole in a depth of about 10 fathoms ( $18^m3$ ). There is steamer communication, occasionally, with the Piraiévs and Vólos.

20 On the north-western side of Oreof strait, Aryiró (Argyronesos), an island situated about  $1\frac{3}{4}$  miles north-north-westward of Cape Gará, is nearly connected to a narrow projecting point of the mainland, westward, by a rocky ridge, which is steep-to on either side, and on which there is an islet; rocks, with less than 6 feet ( $1^m8$ ) over them, 25 lie between this islet and the island. There is no passage for a vessel between the island and the mainland. An above-water rock lies off the southern extreme of Aryiró, with a depth of  $1\frac{1}{2}$  fathoms ( $2^m7$ ) close eastward of it.

Cape Stavrós, the southern entrance point of Vólos strait, lies 30 about  $6\frac{1}{2}$  miles north-north-eastward of Cape Áyios Sóstis, page 189.

Cape Kéfálas (Kephala), on the south-eastern side of Oreof strait, lies about  $2\frac{1}{2}$  miles north-eastward of Cape Gará. Tríkeri strait, page 198, is entered from southward between Cape Kéfálas and Cape Stavrós.

35 **Lights.**—A light (*Lat.*  $38^\circ 57' N.$ , *Long.*  $23^\circ 03' E.$ ) is exhibited, at an elevation of 21 feet ( $6^m4$ ), from a white pyramidal structure with a red band, on a column, 13 feet ( $4^m0$ ) in height, on Oreof reef.

A light is exhibited, at an elevation of 24 feet ( $7^m3$ ), from an iron column and hut, 19 feet ( $5^m8$ ) in height, on the mole head in Oreof 40 bay.

A light is exhibited, at an elevation of 118 feet ( $36^m0$ ), from a square masonry tower and dwelling, 23 feet ( $7^m0$ ) in height, on the eastern extreme of Aryiró.

*Charts 1556, 1085, 2836b, 2158b, 449.*





*Cape Kafirévs.*

*Prasoidha*  
bearing about  $167^{\circ}$ ,  
8 miles.

*Cape Oktoniá.*

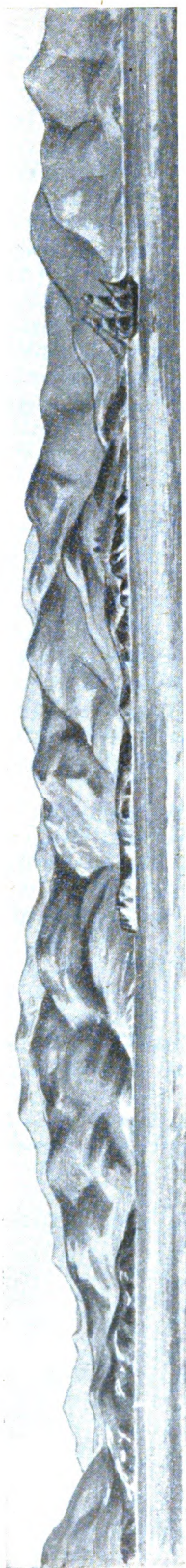
*Mount Oktoniá.*

*Cape Kafirévs to Cape Kími.*

(Original dated about 1845.)

*Kotli*

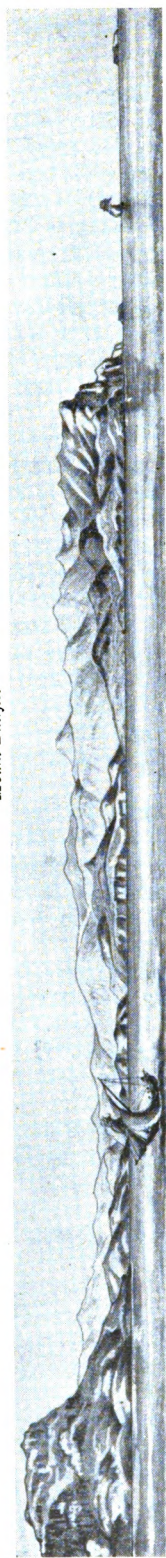
*Cape Kími,*  
bearing about  $194^{\circ}$ ,  
9½ miles.



Approach to Petriés roadstead from 8 miles north-eastward.

(Original dated about 1845.)

*Mount Dhrífis.*



*Cape Oktoniá,*  
bearing about  $242^{\circ}$ ,  
7½ miles.

*Mount Oxliithos.*

*Gíáros.*

*Cape Kími.*

*Prasoidha*  
bearing about  $308^{\circ}$ ,  
7½ miles.

*Gulf of Kími.*

(Original dated about 1845.)

## CHAPTER VI

THE NORTH-EASTERN COAST OF ÉVVOIA—SKÍROS—TRÍKERI STRAIT—  
THE GULF OF PAGASAÍ, INCLUDING VÓLOS—THE NORTHERN SPORÁDHES.

*Charts 1820 and 1597.*

**NORTH-EASTERN COAST OF ÉVVOIA.**—From Cape Kafirévs, page 164, the north-eastern coast of Évvoia trends westward for about 12 miles and then north-north-westward for about 16 miles, and consists principally of high precipitous rocks without even shelter for the smallest craft, nor scarcely a place where a boat can land. The remains of the castle of Filágra (Philagra), situated about 9 miles south-westward of Cape Filágra (Philagra), situated about 9 miles westward of Cape Kafirévs (*Lat. 38° 09' N., Long. 24° 36' E.*). See view facing this page. 5

*Chart 426.* 10

**Current.**—When navigating the north-eastern coast of Evvoia great attention should be given to the probable set of the current, more especially during north-easterly winds. In the great bight between Cape Kafirévs and Cape Oktoniá the almost unbroken line of precipitous coast is exposed to the full force of the strong north-easterly winds, which send in a heavy sea and also accelerate the south-westerly current from Çanakkale boğazı (Dardanelles). 15

From abreast of Cape Oktoniá to about the middle of the bight a current of the rate of  $1\frac{1}{4}$  knots south-south-westward has been experienced, and thence to near Cape Kafirévs an increased rate of 2 knots in the same direction, and being deflected southward and eastward, it at times sweeps round Cape Kafirévs at the rate of 3 knots. See page 163. 20

*Chart 1597.* 25

**Petriés roadstead.**—**Light.**—Petriés roadstead is situated in a small bight, which lies on the south-western side of a projection extending south-eastward from the coast about 17 miles north-north-westward of Cape Filágra. The roadstead affords anchorage, sheltered from north-easterly winds, for small vessels, about 2 cables offshore, in depths of from 10 to 11 fathoms (18<sup>m</sup>3 to 20<sup>m</sup>1), sand. It would appear, from the growth of herbs and strong brushwood close to the coast, that southerly winds, which generally blow hard in winter, do not come home in this bight. See view facing this page. 30

A light (*Lat. 38° 25' N., Long. 24° 12' E.*) is exhibited, at an eleva- 35

*Charts 426, 2836b, 2158b, 449.*

*Chart 1597.*

tion of 131 feet (39<sup>m</sup>9), from an iron column and hut, 19 feet (5<sup>m</sup>8) in height, on the north-eastern entrance point of Petriés roadstead.

*Chart 426.*

- 5 **Coast.—Light.**—Cape Oktoniá (Octionia), situated about 7½ miles northward of Petriés light-structure, is the eastern termination of Mount Oktoniá, 2,380 feet (725<sup>m</sup>4) high, lying 2½ miles inland. Kárvouno (Karvuno), the eastern of two islets, lying close offshore, is situated about half a mile southward of Cape Oktoniá; Kárvouno  
10 is surrounded by sunken rocks and lies near the edge of a bank, with depths of less than 10 fathoms (18<sup>m</sup>3) over it, which extends off the coast in the vicinity of Cape Oktoniá for about 6 cables.

The Gulf of Kími (Kumi bay) lies between Cape Oktoniá and Cape Kími, about 8 miles north-westward, *see* view facing page 191.

- 15 *Chart 426, plan of Port Kumi.*

- Kími harbour lies about 1½ miles south-westward of Cape Kími, and consists of a harbour for small vessels formed by two breakwaters, the southern of which extends eastward from the coast, and the northern, south-eastward and southward; the outer end of the northern break-  
20 water overlaps the head of the southern breakwater, leaving a narrow, but deep entrance. In 1939, a portion of the northern breakwater was destroyed. The depths within the harbour are from 2 to 4½ fathoms (3<sup>m</sup>7 to 8<sup>m</sup>7), the greater depths being in the eastern part. *See* view facing page 191.

- 25 There is temporary anchorage for large vessels in depths of 10 or 12 fathoms (18<sup>m</sup>3 to 21<sup>m</sup>9), about 4 cables eastward of the harbour.

The town of Kími lies about a mile inland.

Kími is connected to the general telegraph system, and is in steamer communication with the Piraiévs, Lávrion and Skiros.

- 30 A light (*Lat.* 38° 38' N., *Long.* 24° 08' E.) is exhibited, at an elevation of 28 feet (8<sup>m</sup>5), from an iron column and hut, 19 feet (5<sup>m</sup>8) in height, on the head of the southern breakwater at Kími harbour.

*Chart 426.*

- Off-lying islets.—Light.**—Gláros, an islet, lies in the approach  
35 to the Gulf of Kími, about 4 miles south-eastward of Cape Kími.

Prasoudha (Prassudo), an islet, 80 feet (24<sup>m</sup>4) high, lies in the north-eastern approach to the gulf, about 4 miles eastward of Cape Kími. Prasoudha is flat, with high cliffs, and is steep-to. *See* views facing page 191.

- 40 A light is exhibited, at an elevation of 138 feet (42<sup>m</sup>1), from a circular masonry tower and dwelling, 57 feet (17<sup>m</sup>4) in height, situated on the summit of Prasoudha.

- Current.**—In September, 1916, north-westward of Prasoudha, the current was observed to set eastward at the rate of one knot with a  
45 strong northerly wind, and 15 miles east-south-eastward of the islet it set south-eastward, at the rate of 1½ knots, with a gentle north-westerly breeze.

- Coast.**—Between Cape Kími and Cape Sarakíniko, about 22 miles west-north-westward, the coast is steep-to, with several islets lying  
50 close off it; of these islets, Platiá and Kofli (Kili), lie about half a mile and 1½ miles, respectively, north-westward of Cape Kími; Khéli-atho, 190 feet (57<sup>m</sup>9) high, lies about 9½ miles westward of Kofli, and the Tría islets about a mile further westward.

A small bay lies between Cape Khalepó, about 4½ miles westward of

*Chart 426.*

Cape Sarakíniko, and Cape Dhágri (Dagri), about a mile north-westward; the village of Pfli (Pyle) lies about a mile inland from the head of this bay. Vessels occasionally visit the bay to load manganese, which is brought off in lighters. There is a small wooden jetty in the south-eastern part of the bay. 5

Good anchorage for one large vessel is to be found in depths of from 10 to 12 fathoms (18<sup>m</sup>3 to 21<sup>m</sup>9) in the centre of the bay. Southward of this position there is a mooring buoy to which vessels loading secure their sterns. It is advisable for vessels to avoid the eastern side of the bay. 10

The customs and health authorities reside at Límni, on the south-western side of Évvoia, about 12½ miles westward.

Mandóudhi (Mantudion) bay, which is small and open north-eastward, with a village near it, lies between Cape Géro (*Lat. 38° 49' N., Long. 23° 32' E.*), situated about 4 miles west-north-westward of Cape Dhágri, and a point about a mile south-eastward. There are two jetties, one on the western side, about 4½ cables west-north-westward of the south-eastern entrance point, and the other at the head of the bay. A group of above-water rocks lies a short distance off the western jetty, and a similar group a short distance off the south-eastern entrance point. Vessels occasionally load cargoes of manganese at Mandóudhi bay; they anchor with Cape Géro bearing 338°, in a depth of 7 fathoms (12<sup>m</sup>8), and secure their sterns to the shore, which, when secured, is about a cable distant; in this position they lie in a depth of about 23 feet (7<sup>m</sup>0). The manganese is brought off in lighters. 20 25

The village of Mandóudhi, situated about 2 miles westward of the head of the bay, is connected to the general telegraph system.

*Chart 1556.*

Peléki (Pelaki) anchorage is situated in a shallow bight, which lies between a point situated about 2 miles west-north-westward of Cape Géro, and a point about three-quarters of a mile north-westward. A river flows into the southern part of the bight, and a salt stream flows into the north-western part, the coast being low and sandy. The ruins of Kírinthos (Cerinthus) lie at the south-eastern end of the bight, where the land is higher. There is anchorage in depths of from 12 to 20 fathoms (21<sup>m</sup>9 to 36<sup>m</sup>6), about 6 cables north-north-westward of the south-eastern entrance point of the bight. 30 35

Cape Áyios Vasílios, situated 2½ miles north-north-westward of the north-western entrance point of Peléki anchorage, appears like a rocky island, joined to Évvoia by a narrow isthmus of sand; it is steep-to. A white hut stands about 2 cables westward of the eastern extreme of Cape Áyios Vasílios. Anchorage may be obtained in the bight southward of the cape in a depth of 12 fathoms (21<sup>m</sup>9), about 2 cables offshore, with the eastern extreme of Cape Áyios Vasílios bearing 042°, distant 5 cables. The flat strip of coast, which extends south-south-eastward for a distance of about 2 miles from a point about 6 cables south-westward of Cape Áyios Vasílios, abreast the anchorage and where the beach joins the cliffs, is cultivated. 40 45

Between Cape Áyios Vasílios and Cape Artemísion, the northern extreme of Évvoia, about 11 miles north-north-westward, there are three bights, Vasilikó bay being the centre one. 50

Levkó (Lephko) islets consist of a group of islets, and above-water and sunken rocks on a bank, which extends eastward for about 1½ miles



*Chart 1556.*

from the south-eastern entrance point of Vasilikó bay, situated about  $4\frac{1}{2}$  miles northward of Cape Áyios Vasslios. The largest islet, lying in the middle of the group, is 130 feet ( $39^m6$ ) high and the north-easternmost is 70 feet ( $21^m3$ ) high. See view facing page 198.

Mirmíngia (Myrmikonisos) rocks, one of which is above water, lie from about 7 to 9 cables eastward of the north-western entrance point of Vasilikó bay, situated about  $3\frac{1}{2}$  miles north-westward of the south-eastern entrance point of that bay.

- 10 Mirmíngia rocks, and also the north-easternmost of the Levkó islets, lie in the *white* sector of Pondikó light, between the bearings of  $234^\circ$  and  $317^\circ$ .

**Pondikó.**—**Light.**—Pondikó, an island, 230 feet ( $70^m1$ ) high, lies on the southern side of the eastern end of Tríkeri strait, page 198, about 6 cables north-eastward of Cape Artemísion, page 193. Between the island and Cape Artemísion the depths are considerable. Práso, a small islet, lies about 3 cables south-eastward of Pondikó.

A light (*Lat.*  $39^\circ 03' N.$ , *Long.*  $23^\circ 21' E.$ ) is exhibited, at an elevation of 203 feet ( $61^m9$ ), from a white circular masonry tower and dwelling, 20 62 feet ( $18^m9$ ) in height, situated on the northern side of Pondikó.

*Chart 2048.*

**SKÍROS.**—The island of Skíros, the south-easternmost of the Northern Sporádhés, page 204, lies off the north-eastern side of Évvoia, about 18 miles north-eastward of Cape Kími, page 192. The greatest elevation of the island, Mount Kókhilas, 2,565 feet ( $781^m8$ ) high, is in the southern part, where the high mountains are intercepted by deep gullies, and are rugged except toward their summits, where they are covered with trees.

The northern part, though mountainous, is of less elevation.

- 30 Skíros, the chief town, is on the north-eastern side of the island.

**Caution.**—Navigation is controlled in an area round Skíros, including the islets lying off it, to a distance of about a mile offshore, see page 21.

**Communication.**—The town of Skíros is connected to the general 35 telegraph system.

There is regular steamer communication with the Piraiévs, Vólos, and other ports.

**Southern side of Skíros.**—**Light.**—Cape Lithári (*Lat.*  $38^\circ 47' N.$ , *Long.*  $24^\circ 41' E.$ ) is the south-eastern extreme of Skíros; rocks, 40 one of which is above water, lie about  $1\frac{1}{4}$  cables off the cape and are steep-to.

A light is exhibited, at an elevation of 279 feet ( $85^m0$ ), from a square tower and dwelling, 36 feet ( $11^m0$ ) in height, situated on Cape Lithári.

**Trís Bouúkes bay.**—**Anchorage.**—Trís Bouúkes (Trebuki) bay is 45 entered between Cape Mármara, about 5 miles westward of Cape Lithári, and a point about 2 miles eastward. Fronting the entrance there are two islands, Sarakinó and Platí, forming three channels into the bay; Sarakinó strait on the east, Piáto strait in the middle, and Mármara channel on the west. These passages, of which Mármara 50 channel is the best, are deep in mid-channel. A vessel using Piáto strait, should keep the eastern shore aboard, as shoals extend for one cable from the eastern and south-eastern sides of Platí.

The bay affords excellent shelter; during gales, however, the wind

*Charts 426, 1085, 2836b, 2158b, 449.*

*Chart 2048.*

comes down from the mountains in very heavy gusts, consequently it is advisable to ride with both anchors down.

The best anchorage is off the shingle beach on the eastern side of the bay, about 7 cables southward of Mount Pévko (Pepkho), situated about  $2\frac{1}{4}$  miles north-eastward of Cape Mármara; in this vicinity, depths of less than 5 fathoms ( $9^m1$ ) extend offshore for about a cable, whence the depths increase rapidly to 20 fathoms ( $36^m6$ ), at a distance of 3 cables offshore. During a northerly gale, the best anchorage is in a depth of 16 fathoms ( $29^m3$ ), with the south-eastern extreme of Platí bearing  $193^\circ$ , distant about 12 cables. 5 10

**South-western side of Skíros.—Gulf of Kalamítsa.**—Cape Mármara is the south-eastern extreme of a hilly peninsula, which separates Trís Boukēs bay from the Gulf of Kalamítsa; Cape Apoklístria (Nikolo), the north-western extreme of the peninsula, lies about  $2\frac{1}{4}$  miles north-westward of Cape Mármara. The Gulf of Kalamítsa is entered between Cape Apoklístria (*Lat.*  $38^\circ 48' N.$ , *Long.*  $24^\circ 32' E.$ ) and Cape Valáxa (Latomeio point), the southern extreme of Valáxa, an island, about  $1\frac{1}{4}$  miles westward. 15

Mésa Dhiavátis, the north-easternmost of a group of islets and rocks of a reddish colour, lies a short distance westward of Cape Apoklístria, connected to it by a reef. Éxo Dhiavátis, the south-westernmost of the group, lies about three-quarters of a mile south-westward of Mésa Dhiavátis, with Pláka, an above-water rock, nearly midway between. These islets and rocks should not be approached too closely. 20 25

The gulf is protected on its western side by Valáxa, 670 feet ( $204^m2$ ) high, which, at its northern end, is separated from a tongue extending from Skíros by a narrow passage, which may be used by small vessels, but as it is narrow and tortuous, it is not recommended. See view on chart 2048. 30

At the head of the Gulf of Kalamítsa, there is a valley which separates the mountainous land at the north-western end of Skíros from that at the south-eastern end, giving the island, at a distance, the appearance of being divided into two parts. Áragma bay (Arazo road), with a white sandy beach, lies on the north-eastern side of the head of the gulf, at the southern end of the above-mentioned valley. Áragma bay affords anchorage in depths of from 10 to 19 fathoms ( $18^m3$  to  $34^m7$ ), mud, gravel and weed, with good holding ground, but the depths are considerable and increase rapidly from close offshore, and, during strong northerly winds, which prevail in summer, care should be taken not to start the anchor. 35 40

Linariá bay, the port of call for the town of Skíros, lies north-westward of Áragma bay, separated from it by a promontory, of which Cape Psarina is the southern extreme. This bay affords good anchorage, and is better protected than Áragma bay, but the depths are considerable. A small cove close northward of the light-structure affords excellent shelter for small vessels. A white tower, which is conspicuous, stands on the eastern side of Linariá bay, about 3 cables northward of the light-structure, and just above the latter there is a white house. 45 50

A vessel anchored in Linariá bay, in a depth of 25 fathoms ( $45^m7$ ), with Mount Kladhí (Klari), situated about a mile north-north-eastward of the light-structure, bearing  $049^\circ$ , and rode out a very heavy north-north-easterly gale in comfort, with 6 shackles of cable out.

*Chart 2048.*

There is a small jetty in Linariá bay with sufficient depths alongside for motor boats.

**Telegraph cable.**—**Caution.**—The telegraph cable from Évvoia lies along the western side of and is landed at the head of Linariá bay. Vessels are warned not to anchor in the vicinity of the cable but off the light-structure on the eastern side of the bay.

**Lights.**—A light is exhibited, at an elevation of 59 feet (18<sup>m</sup>0), from a white iron tower with a red band, on Cape Valáxa.

10 A light is exhibited, at an elevation of 78 feet (23<sup>m</sup>8), from a blue iron column with a masonry base, 19 feet (5<sup>m</sup>8) in height, situated on the eastern side of Linariá bay. The light-column is difficult to distinguish in the daytime until close to.

**Coast.**—Between the southern extreme of the tongue, previously mentioned, situated about 1½ miles westward of the light-structure in Linariá bay, and Cape Óros, the western extreme of Skíros, about 4 miles north-westward, there are three bays; Pévko (Stinangali), the south-easternmost of these bays, is principally used for loading marble, and is protected to a certain extent by the islands off-lying  
20 this part of the coast. There is a small pier in the bay to which vessels secure, with anchors laid out seaward, but as the bottom is rocky, and a ground swell frequently enters the bay, great care must be exercised, and, in the event of a westerly wind setting in, it is necessary to proceed to sea. A mooring buoy for the use of vessels loading  
25 marble is moored in the bay.

A 2½-fathom (5<sup>m</sup>0) patch lies about 1½ cables off the north-western side of Pévko bay, about three-quarters of a mile from its head.

Lákkos (Buves), an islet (*Lat. 38° 51' N., Long. 24° 29' E.*), lies in the western approach to Pévko bay, about 4 cables south-westward of the promontory which divides that bay from Áyios Fokás (St. Phokas) bay, the middle of the three bays mentioned above. Two islets lie in the approach to Áyios Fokás bay, one midway between the entrance points, and the other about 3 cables southward of the southern extreme of the promontory which separates this bay from  
35 Óros bay, the north-westernmost of the three bays. At the head of Áyios Fokás bay, on the eastern side, there are some ruins. Both Áyios Fokás and Óros bays are open south-westward and southward, and the depths in them are considerable except close offshore, where small craft occasionally seek shelter from northerly winds.

40 Cape Óros, which rises to a hill, 1,050 feet (320<sup>m</sup>0) high, about half a mile north-eastward, is steep-to.

The north-western extreme of Koúlouri (Kuluri), an island, with Shag rock about 2 cables off its south-eastern end, is situated about 2 cables southward of Cape Óros.

45 **Off-lying islands and dangers.**—Skiropóula (Skyrópulon), an island, 617 feet (188<sup>m</sup>1) high, lies about 3½ miles south-westward of Cape Óros. The eastern side of Skiropóula is bordered by a reef extending about 3 cables offshore; on the eastern extreme of this reef there is a large above-water rock, and another above-water rock  
50 lies near the south-eastern end of the reef.

Eriniá, an islet, lies midway between Skiropóula and Valáxa, page 195; a shoal, with a depth of 3½ fathoms (5<sup>m</sup>9) over it, extends for a short distance from the middle of the western side of Eriniá, and its southern end is foul a short distance off, and should not be rounded  
55 too closely.

*Charts 426, 2836b, 2158b, 449.*

*Chart 2048.*

Eriniés reefs, consisting of three patches, over which there are depths of 5, 6 and 8 fathoms (9<sup>m</sup>1, 11<sup>m</sup>0 and 14<sup>m</sup>6), respectively, lie from about one to 2 miles southward of Eriniá, and Navtílos rock, with a depth of 4 fathoms (7<sup>m</sup>3) over it, lies about 2 miles south-westward of the southern extreme of that islet. 5

**North-western side of Skíros.**—Between Cape Óros and Cape Kártsino, the northern extreme of Skíros, about 7 miles northward, the coast is irregular, with a few islets and rocks, both above-water and sunken, lying close off it, but there are no off-lying dangers at a greater distance than half a mile. 10

Cape Kártsino (*Lat.* 38° 59' N., *Long.* 24° 29' E.) is a steep, rocky promontory, with a reef, on which there are some above-water rocks, extending northward of it for about half a mile.

Nótio Pódhi (South Podia), the south-eastern of the two Pódhia islets, lies about 1½ miles northward of Cape Kártsino; above-water and sunken rocks extend half a mile southward of the islet and are separated from the reef extending northward from Cape Kártsino by a narrow passage. 15

Vório Pódhi (North Podia), an islet with rocks, both above-water and sunken, lying close off each end, lies about 9 cables north-westward of Nótio Pódhi. The channel between the two Pódhia islets is about 6 cables wide between the shoals on either side. 20

**North-eastern side of Skíros.**—**Danger.**—The coast between Cape Lithári, page 194, and the southern entrance point of Akhíli bay, about 7½ miles north-westward, is steep-to and is composed of irregular steep cliffs. 25

Akhíli bay, where there is a roadstead, is entered between the point mentioned above and a point half a mile north-north-westward. From the head of Akhíli bay to that of Áragma, page 195, is the narrowest part of the island of Skíros. 30

Cape Pouriá (Pureia) (*Lat.* 38° 56' N., *Long.* 24° 35' E.), which is low and has two windmills on it, lies about 2½ miles northward of the northern entrance point of Akhíli bay, with the town of Skíros on the coast midway between. 35

The town of Skíros consists of an ancient and modern town; the former, in ruins, stands on the summit of a conspicuous crag-like hill, the latter, at the foot of the same hill, half a mile northward of the ancient town.

Dhimítrios (Dimitrius) rock, over which there is a depth of 3 feet (0<sup>m</sup>9), lies in the centre of a shoal, with depths of less than 5 fathoms (9<sup>m</sup>1) over it, about 1½ miles southward of Cape Pouriá and three-quarters of a mile offshore. 40

Vrikólakos (Vrykolakonisia), a group of islets, lie close off Cape Pouriá on a shoal, with depths of less than 5 fathoms (9<sup>m</sup>1) over it, which extends eastward and south-eastward of the cape for nearly 1½ miles. A spit, which is rocky with uneven depths of less than 10 fathoms (18<sup>m</sup>3) over it, extends eastward of Cape Pouriá for a distance of about 3 miles. 45

Between Cape Pouriá and Cape Kártsino, mentioned above, the north-eastern coast of Skíros is fringed by above-water and sunken rocks extending, in places, for a distance of a quarter of a mile off-shore. 50

**Anchorage.**—In 1904, anchorage was found in a depth of

*Charts 426, 2836b, 2158b, 449.*

*Chart 2048.*

12 fathoms (21<sup>m</sup>9), south-eastward of the modern town of Skíros, with the easternmost of the Vrikólakos islets bearing 006°.

*Chart 2836b.*

- 5 **Currents.**—In September, 1916, between a position 15 miles eastward of Skíros and Cape Kafirévs, no current was experienced with a light south-south-westerly wind; in October, the current there set south-south-westward at the rate of three-quarters of a knot, with a fresh breeze from north, and in November, between 15 miles eastward  
10 of Skíros and north-eastward of Ándros, it set south-eastward at the rate of three-quarters of a knot, with a gentle breeze from north-north-west. In October, between Skíros and Cape Kafirévs, it set south-eastward at the rate of one knot, with a fresh breeze from north-north-west.

15 *Chart 1556.*

- TRÍKERI STRAIT.**—This strait is situated between the northern coast of Évvoia, page 165, on its southern side, and the mainland on its northern side; it is approached from south-eastward between the north-eastern coast of Évvoia, page 191, and the islands extending  
20 east-north-eastward from the southern end of the peninsula of Magnisia, page 204, and, from northward, through Skíathos strait, page 205.

- Tríkeri strait is entered from eastward between Cape Artemísion, page 193, and Cape Arápis, about 6 miles northward; further westward the strait narrows to a width of about 4½ miles, and near its  
25 western end, divides, one portion leading south-westward into Oreof strait, between Cape Kefálas (Kephala), situated about 9 miles west-south-westward of Cape Artemísion, and Cape Stavrós, about 3½ miles north-westward, and the other portion into Vólos strait between  
30 Cape Stavrós and Cape Kavouília, the south-western extreme of Tríkeri peninsula, about 3½ miles northward. There are no dangers in Tríkeri strait and the depths are considerable. *See* views facing this page.

- On the northern side of Tríkeri strait, good anchorage, during northerly winds, can be obtained at a short distance eastward of the sandy beach at the head of Plataniá bay, situated about 1½ miles west-  
35 ward of Cape Arápis. Tríkeri bay, situated about three-quarters of a mile east-south-eastward of Cape Kavouília, affords anchorage for small craft, which secure their sterns to the shore. The town of Tríkeri, connected to the general telegraph system, stands on the heights above, and is not visible from the shore.

- 40 On the southern side of Tríkeri strait, the coast has no off-lying dangers. Pondikó, lying about 6 cables north-eastward of Cape Artemísion, is described on page 194. Mount Psará, 1,320 feet (402<sup>m</sup>3) high, is situated near the northern end of Évvoia, about 3 miles southward of Cape Artemísion (*Lat.* 39° 02' N., *Long.* 23° 19' E.).

- 45 **Prohibited areas.**—Navigation is prohibited in an area, off the southern side of Tríkeri strait, indicated on the chart by a pecked line, from a position about 1½ miles southward of Pondikó to Cape Kefálas.

- Navigation is prohibited in an area, off the northern side of Tríkeri  
50 strait, indicated on the chart by a pecked line, between a point about 2½ miles west-south-westward of Cape Arápis and Cape Áyios Vátos, about 6½ miles further west-south-westward; this area includes Andriámi bay, situated about 4 miles west-south-westward of Cape Arápis.

*Charts 1085, 426, 2836b, 2158b, 449.*



Tsoungriá.

Shadash I.

Mt. Piton.

Pondikó.

Leukó Is.  
bearing about  $257^{\circ}$ ,  
 $\frac{1}{2}$  miles.

Trikeri strait entrance from the eastward.

(Original dated about 1845.)



Mt. Trikeri.

Vólos strait.

Oreoi strait.

Pondikó.

Trikeri strait: Entrance to Oreoi and Vólos straits from eastward.

(Original dated about 1845.)



*Chart 1556.*

**Caution.**—Navigation is controlled in Tríkeri and Vólos straits, including the approaches. *See* page 21.

*Charts 1521 and 1556.*

**Vólos strait.**—The entrance to this strait, which leads into the Gulf of Pagasai from the western end of Tríkeri strait, is described on page 198. *See* view facing page 198.

On the south-western side of Vólos strait, Pteleón bay is entered between Cape Khondrós, situated about 3 miles west-south-westward of Cape Stavrós, and Cape Alkíni, about three-quarters of a mile north-westward. A tower, square and conspicuous, stands over a point which rises to an elevation of 466 feet (142<sup>m</sup>0), and is situated on the north-western side of the bay, about one mile west-south-westward of Cape Alkíni. It was from this port that Achilles is said to have embarked for the siege of Troy.

A rock, over which there is a depth of 6 fathoms (11<sup>m</sup>0), lies nearly in the middle of the bay about half a mile southward of the above-mentioned tower.

Anchorage may be obtained by small vessels, off the village of Pigádhí (Pegadi), situated at the head of the cove on the northern side of the bay, about three-quarters of a mile westward of Cape Alkíni, in a depth of 10 fathoms (18<sup>m</sup>3), mud, also off Akhíllion, a village, situated at the south-western end of the bay, in depths of from 7 to 13 fathoms (12<sup>m</sup>8 to 23<sup>m</sup>8).

*Chart 1556.*

Vólos strait is 3 miles wide between Cape Prióni, situated about 2 miles northward of Cape Alkíni, and Cape Kavouília north-eastward. A rocky patch, with a depth of 7 fathoms (12<sup>m</sup>8) over it, lies about half a mile northward of Cape Prióni. Cape Klimós lies about 2 miles north-north-westward of Cape Prióni.

**Light.**—A light (*Lat.* 39° 06' N., *Long.* 23° 03' E.) is exhibited, at an elevation of 52 feet (15<sup>m</sup>8), from a square masonry tower, 30 feet (9<sup>m</sup>1) in height, on Cape Kavouília.

**GULF OF PAGASAI.—Aspect.**—The Gulf of Pagasai (Volos), is entered between Cape Klimós and Cape Kavouília, about 3 miles eastward. The gulf is surrounded by high land; on the western side of the entrance is Mount Khlomón (Klimo), 2,930 feet (893<sup>m</sup>1) high; on the south-eastern side are the mountains of the Tríkeri peninsula, page 198, which are elevated from 1,040 to 2,171 feet (317<sup>m</sup>0 to 661<sup>m</sup>7), whilst, at the northern end of the gulf, stands Mount Pílion (Pelion), 5,079 feet (1,548<sup>m</sup>1) high. The gulf is bounded, on its eastern side, by the peninsula of Magnisia, which extends south-south-eastward from Mount Pílion, and by the Tríkeri peninsula, connected to the south-western end of the former by a narrow isthmus.

**Caution.**—Navigation is controlled in the southern portion of the Gulf of Pagasai as far northward as Pithouí island. *See* page 21.

**Western side of gulf.—Coast.**—On the western side of the Gulf of Pagasai, Niés bay is entered between a point, situated about 3 miles north-westward of Cape Klimós, and a point about three-quarters of a mile westward; this bay might afford temporary anchorage, but it is exposed northward.

*Chart 1871, plan of Ports Surbi and Mijella.*

Áyios Nikólaos, an island, from 50 to 60 feet (15<sup>m</sup>2 to 18<sup>m</sup>3) high,

*Charts 1556, 1085, 2836b, 2158b, 449.*



*Chart 1871, plan of Ports Surbi and Mijella.*

lies about 3 miles north-north-westward of the eastern entrance point of Niés bay, and is separated from the mainland by a passage, about three-quarters of a cable wide, in the fairway of which there is a depth of 2 fathoms (3<sup>m</sup>7) ; a rock, with less than 6 feet (1<sup>m</sup>8) over it, lies on the northern side of this passage, close off the southern end of Áyios Nikólaos.

Mitzélla (Mijella) bay is entered between Vintcent point (*Lat.* 39° 11' N., *Long.* 22° 54' E.), the northern extreme of Áyios Nikólaos, and Cape Periklís (Maxwell point), the north-eastern extreme of a peninsula, about three-quarters of a mile north-north-westward. This bay is sheltered from eastward by Áyios Nikólaos and from westward by the peninsula, which separates it from Sóurpi bay, described below, but it is open northward. The village of Amalióúpolis (Mijella) lies at the western end of the head of the bay ; off the village, a bank, with less than 3 fathoms (5<sup>m</sup>5) over it, extends for about 1½ cables, and, with the exception of this bank, a depth of 3 fathoms (5<sup>m</sup>5) will be found within a distance of half a cable off the shores of the bay.

The best landing in north-westerly winds is in the south-western corner of the bay. A good anchorage berth is in depths of from 8 to 10 fathoms (14<sup>m</sup>6 to 18<sup>m</sup>3), mud, westward of the passage southward of Áyios Nikólaos ; a large vessel should anchor further out. A valley separates the rising ground of the peninsula on the western side of the bay from the heights of the mainland.

Amalióúpolis is connected to the general telegraph system. There is occasional steamer communication with the Piraiévs and Vólos.

**Quarantine.**—Áyios Nikólaos island is the quarantine station for the port of Vólos.

*Chart 1556.*

**Coast.**—Almirós bay is entered between Cape Almirós, the northern extreme of the peninsula separating Mitzélla and Sóurpi bays, and Cape Angístri (Anghistri) (*Lat.* 39° 18' N., *Long.* 22° 57' E.), about 7 miles north-north-eastward. Sóurpi bay lies in the southern part of Almirós bay. From the head of Sóurpi bay, for a distance of about 6½ miles northward, the western side of Almirós bay is low and marshy, thence to Cape Angístri, the northern side of the bay is backed by high land. Áyios Nikólaos, an islet, lies about half a mile south-westward of Cape Angístri and has a sunken rock about a cable off its south-western side.

*Chart 1871, plan of Ports Surbi and Mijella.*

**Sóurpi bay.**—**Danger.**—Sóurpi (Surbi) bay is entered between Cape Tsalóúkos (Smith point), situated about three-quarters of a mile west-south-westward of Cape Almirós and Nora point, about 1½ miles further west-south-westward. The bottom consists of mud and a bank, with less than 3 fathoms (5<sup>m</sup>5) over it, extends from the head of the bay for about 4 cables.

Almirós and Sourbiótika rivers flow into the head of the bay through marshes.

Lefroy reef, a rocky patch, with a least depth of 4½ fathoms (8<sup>m</sup>2) over it, the only isolated danger in the bay, lies about a mile south-south-westward of Cape Tsalóúkos.

The landing pier at Tsingéli (Zingheli), a small port on the western side of the bay, may be distinguished by a red-roofed house situated at

*Chart 1871, plan of Ports Surbi and Mijella.*

its root. The town of Almirós lies about 4 miles west-north-westward of the landing pier.

Almirós is connected to the general telegraph system, and there is occasional steamer communication with the Piraiévs and Vólos. 5

**Light.**—A light is occasionally exhibited from a wooden post situated on the pierhead at Tsingéli.

**Anchorage.**—Sóurpi bay affords more room and better shelter than Mitzélla bay, but the low land renders it unhealthy. Anchorage may be obtained in a depth of 7 fathoms (12<sup>m</sup>8) about 4 cables east- 10 ward of the pier at Tsingéli and inside Lefroy reef, or in Fearless roadstead on the eastern side of the bay, in a depth of 8 fathoms (14<sup>m</sup>6).

*Chart 1558.*

**Eastern side of gulf.**—From Cape Kavouília, page 198, the coast 15 trends north-north-eastward for a distance of 3 miles to Cape Alogópoura, is steep-to, and is backed by a ridge rising to an elevation of 1,287 feet (392<sup>m</sup>3). Between Cape Alogópoura and Cape Trákhilas, the northern extreme of Tríkeri peninsula, there is a bight.

Palaió Tríkeri (Paleo Trikiri), 424 feet (129<sup>m</sup>2) high, is the larger of 20 two islands lying off the north-western side of Tríkeri peninsula, from which it is separated by a channel about 4 cables wide, and in which the depths are considerable. A monastery is situated three-quarters of a mile north-eastward of Cape Pakhoúla (Pakula), the south-western extreme of Palaió Tríkeri. 25

Two shoals, on each of which there is a depth of 2 fathoms (3<sup>m</sup>7), lie 2 and 4 cables, respectively, north-eastward of Cape Pardhalós, the northern extreme of Palaió Tríkeri.

Tsamadhós reef, with a depth of 2 fathoms (3<sup>m</sup>7) over it, lies 2 cables north-eastward of Cape Aléxis, the north-eastern extreme of Palaió 30 Tríkeri. The island is steep-to elsewhere.

Pithoú, an island, is situated about 8½ cables north-westward of Palaió Tríkeri; above-water rocks lie close off the southern and western extremes of Pithoú, which, together with the rest of the island are steep-to. A patch, over which there is a depth of 6 fathoms 35 (11<sup>m</sup>0), lies about 4 cables southward of the southern extreme of Pithoú; between this patch and Palaió Tríkeri, there is a channel, in the fairway of which the depths are considerable.

Tríkeri harbour is entered between Cape Dhrépanon (Drepano), situated about 1½ miles south-eastward of Cape Trákhilas, and Cape 40 Marathiá, about a mile eastward; the depths in this harbour are inconveniently great for anchoring.

Between Cape Marathiá and Cape Kefálas (Kephalis), about 2½ miles north-eastward, the coast is indented. Prasoúdhá (Presutha) (*Lat.* 39° 09' N., *Long.* 23° 10' E.), an islet, 44 feet (13<sup>m</sup>4) high, lies about 45 a mile north-eastward of Cape Marathiá and 3 cables offshore. A rock, with a depth of one fathom (1<sup>m</sup>8) over it, lies near the southern end of a bank situated about half a mile westward of Prasoúdhá; on the northern end of this bank, 3 cables northward of the rock, there is a depth of 5 fathoms (9<sup>m</sup>1). Another rock, with a depth 50 of one fathom (1<sup>m</sup>8) over it, lies about 2 cables south-westward of Prasoúdhá.

Considerably less depths were reported, in 1916, to exist over the position of the 7-fathom (12<sup>m</sup>8) patch, indicated on the chart about

*Chart 1556.*

three-quarters of a mile southward of Prasoudha and about the same distance eastward of Cape Marathiá.

Varélia bay is entered between Cape Kefálas and a point about a quarter of a mile westward; midway between the entrance points of this bay there is a group of above-water and sunken rocks.

*Chart 1871, plan of Port Vathudi.*

**Vathoudhi bay.**—This bay is situated at the south-eastern end of the Gulf of Pagasai between Cape Kefálas and a point about  $1\frac{1}{2}$  miles north-eastward. Cape Kápri, the northern extreme of Alátas, an island, lies midway between the two last-mentioned points and the bay is entered between Cape Kápri and the mainland.

Vathoudhi bay is protected on its western side by Alátas, 200 feet (61<sup>m</sup>0) high, the southern end of which is connected to Tríkeri peninsula by a shallow bank, over which there is a channel, with a depth of 2 fathoms (3<sup>m</sup>7) in the fairway.

The village of Milína (Melina) lies along the eastern side of the northern part of the bay.

About three-quarters of a mile southward of Cape Kápri, the width of the channel into Vathoudhi bay is contracted to about  $1\frac{1}{2}$  cables. The head of the bay, lies about a mile northward of the head of Andriámi bay, page 198, and marks the junction of Tríkeri peninsula with that of Magnisia.

The bottom of Vathoudhi bay consists of mud, and, with the exception of the bar in the channel at the southern end of Alátas, the shallow banks extending for one cable from the cove on the eastern side and two small coves on the southern side, and a detached  $1\frac{1}{2}$ -fathom (3<sup>m</sup>2) patch lying about a cable north-north-westward of the point separating the two last-mentioned coves, a depth of not less than 3 fathoms (5<sup>m</sup>5) will be found at a distance of half a cable offshore.

*Chart 1556.*

**Coast.**—Between the north-eastern entrance point of Vathoudhi bay and a point, which is cultivated, about 12 miles north-westward, the north-eastern side of the Gulf of Pagasai is steep-to. The village of Lekhonia is situated a mile north-eastward of the last-mentioned point.

**Head of the gulf.**—**Shoal.**—**Light.**—The head of the Gulf of Pagasai is entered between Cape Angístri (*Lat.* 39° 18' N., *Long.* 22° 57' E.), page 200 and the cultivated point mentioned above; on the north-eastern side of this part of the gulf, there is a bight between the latter point and Cape Gorítsa, about 3 miles north-westward.

On the western side of the head of the gulf, the coast from Cape Angístri turns abruptly north-westward for  $1\frac{1}{2}$  miles and then north-eastward for the same distance to Cape Sésklo. From the shore of the bay formed by these two capes, a bank, over which there are depths of less than 5 fathoms (9<sup>m</sup>1), extends for about 2 cables. This bay is at the mouth of a valley flanked by an amphitheatre of hills, the ridge southward of it rising to an elevation of 1,818 feet (554<sup>m</sup>1), those on the western side to 1,427 feet (434<sup>m</sup>9), while the Bourboulthres (Bulbulithera) hills, on the northern side, are 660 feet (201<sup>m</sup>2) high.

*Chart 1196, plan of Port of Volo.*

A sandy shoal, over which there is a least depth of  $5\frac{1}{2}$  fathoms (10<sup>m</sup>5), lies about half a mile south-eastward of the lighthouse situated a short distance southward of Cape Sésklo.

*Charts 1556, 1085, 426, 2836b, 2158b, 449.*

*Chart 1196, plan of Port of Volo.*

A light is exhibited, at an elevation of 82 feet (25<sup>m</sup>0), from a mast on a white house, 19 feet (5<sup>m</sup>8) in height, on a point situated about 1½ cables southward of Cape Sésκλο.

**Vólos harbour.**—Vólos harbour is situated at the head of the Gulf of Pagasai and is entered between Cape Sésκλο and Cape Gorítsa, page 202. The town of Vólos is the principal port of Thessalia.

On the south-western side of the harbour, Cape Iolkós (Yolkas) lies about a quarter of a mile north-westward of Cape Sésκλο; on the eastern side of the former cape there are two short piers below a conspicuous factory.

Eastward of the entrance and about one mile eastward of Cape Gorítsa, there is a factory in front of which are two piers, one of which serves an oil depôt and the other, on which are some cranes, a cement factory.

A breakwater, on which there are mooring bollards, extends south-westward and west-south-westward from close off a point on the sea wall fronting the town on the north-eastern side of the bay, situated about three-quarters of a mile north-eastward of Cape Iolkós (*Lat.* 39° 21' N., *Long.* 22° 57' E.). The opening between the breakwater and the sea wall is for the use of boats.

The Town pier extends in a south-westerly direction from the sea wall about 3 cables north-westward of the north-eastern end of the breakwater. In 1938, there was a depth of 28 feet (8<sup>m</sup>5) at the outer end of this pier, and depths of from 21 to 28 feet (6<sup>m</sup>4 to 8<sup>m</sup>5) along both its sides.

In 1930, there were depths of from 6 to 8 feet (1<sup>m</sup>8 to 2<sup>m</sup>4) alongside the sea wall, between the breakwater and the root of the Town pier, and depths of from 10 to 20 feet (3<sup>m</sup>0 to 6<sup>m</sup>1) in the area westward of the breakwater, which is indicated on the chart as having been dredged to a depth of 16 feet (4<sup>m</sup>9). There is a detached shoal, with a depth of 16 feet (4<sup>m</sup>9) over it, about 3 cables north-eastward of the breakwater head and half a cable off its north-western side.

Within the breakwater, an area on either side of the Town pier was dredged, in 1938, to a depth of 29 feet (8<sup>m</sup>8); the north-western side of this area is indicated on the chart by a pecked line, the south-eastern side of the area extends from a point about a cable eastward of the root of the Town pier to the middle of the outer arm of the breakwater.

Fishing boats and lighters use the small harbour close eastward of the custom-house, situated at the head of Vólos harbour; the small harbour has been dredged to a depth of 2 fathoms (3<sup>m</sup>7).

The Railway pier extends in a south-south-easterly direction from the head of the harbour to within a distance of about 2½ cables of the head of the breakwater. In 1938, there was a depth of 23 feet (7<sup>m</sup>0) at the outer end of this pier, and depths of from 14 to 21 feet (4<sup>m</sup>3 to 6<sup>m</sup>4) along each side for a distance of about three-quarters of a cable from its head. A mooring buoy is moored off the north-eastern side of this pier and another off its head.

There is a stone pier a short distance westward of the Railway pier, on which, at its inner end, is the port office and a flagstaff.

**Lights.**—Two lights, vertically disposed, are exhibited, the upper at an elevation of 33 feet (10<sup>m</sup>1), and the lower at an elevation of 25 feet (7<sup>m</sup>6), from an iron column and hut on a masonry base, 26 feet (7<sup>m</sup>9) in height, on the breakwater head.

*Charts 1556, 1085, 426, 2836b, 2158b, 449.*

*Chart 1196, plan of Port of Volos.*

A light is exhibited, at an elevation of 13 feet (4<sup>m</sup>0), from an iron column on the railway pierhead. Lights are also exhibited from the south-western and south-eastern corners of the Town pier, and at the north-eastern junction of the Town pier and sea wall, and at the south-eastern end of the sea wall (*Lat.* 39° 21' N., *Long.* 22° 57' E.).

**Anchorage.**—Vessels anchor as convenient in Vólos harbour, but large vessels usually anchor in a depth of 8 fathoms (14<sup>m</sup>6).

**Pilotage.**—Pilotage is compulsory for all foreign merchant vessels also for foreign men-of-war other than light craft.

**Vólos.**—The town of Vólos lies on the north-eastern side of the harbour; the modern part of the town is situated eastward of the Railway pier and is the centre of all commercial activity. At the south-eastern end of the town there is a hospital with a red roof.

The population of Vólos, in 1932, was about 75,000.

**Port facilities.—Supplies.**—A large quantity of coal is kept in stock. There is a depth of 19 feet (5<sup>m</sup>8) alongside one side of the coaling pier, which is equipped with a travelling crane of one ton capacity.

Fresh provisions are plentiful, and water, which is good, is delivered in tank vessels at the rate of 15 tons per hour.

Several lighters are available, one of which is fitted with a small pair of sheer legs; a tug is also available.

Minor repairs can be executed. There is a small slipway opposite Vólos, suitable for small sailing vessels, &c.

**Shipping.**—During 1938, 1,260 vessels, with a total tonnage of 744,594 tons entered the port of Vólos.

**Trade.**—The imports are iron, tin, cotton and woollen goods, agricultural machinery, earthen and glass ware, &c.

The exports are tobacco, chrome ore, olives, fruit, skins, &c.

**Quarantine.**—The quarantine station is situated on the island of Áyios Nikólaos, page 199.

**Consular Officer.**—A British Consular Officer resides at Vólos.

**Communications.**—Vólos is connected to the general telegraph and railway systems.

There is frequent steamer communication with the Piraiévs.

*Chart 2072.*

**NORTHERN SPORÁDHES. — General description.** — The Northern Sporádhes, with the exception of Skíros, page 194, extend from the southern end of the peninsula of Magnisia (Magnesian promontory) in Thessalia, in an east-north-easterly direction for about 48 miles, and lie in the south-eastern approach to the Gulf of Thérmaj, page 215. In addition to Skíros, they consist of eight principal islands, Skíathos, Skópelos, Iliodhrómia, Peristéra, Pélagos, Yioúra, Pipéri, and Skántzoura, as well as several islets and rocks.

The climate is generally agreeable and the islands are generally healthy, though in the months of August and September fevers are of common occurrence.

**Caution.**—Navigation is controlled in an area around each of the Northern Sporádhes, including the islets lying off them, extending to a distance of about a mile offshore. This area includes Skíathos strait, Skópelos strait, page 206, and Yioúra strait, page 213. See page 21.

*Charts 1556, 1085, 2836b, 2158b, 449.*

*Chart 1556.*

**Skiathos strait.—Dangers.**—This strait separates the island of Skiathos from the coast of Thessalia, and is about 2 miles wide in its narrowest part. There are several sunken dangers in the strait, and, owing to the imperfect nature of the survey, it is not recommended for deep-draught vessels. Drift seaweed, wood, &c. are found in the strait during north-easterly winds. 5

Skiathos strait is entered from southward between Cape Arápis, page 198, and Pouǵha (Puda) (*Lat. 39° 08' N., Long. 23° 24' E.*), the south-western extreme of Skiathos, page 206, about 4 miles eastward. 10 Levthéris (Lephtari) rock is the crown of a reef situated at the southern end of the strait, about  $1\frac{1}{2}$  miles eastward of Cape Arápis. Nikólaos reef, with a depth of  $2\frac{1}{2}$  fathoms ( $4^m6$ ) over it, lies on the western side of the strait about  $1\frac{1}{2}$  miles north-eastward of Cape Arápis and close offshore. Nikólaos reef lies in the *white fixed* sector of Pondikó light 15 page 194, between the bearings of  $077^\circ$  and  $178^\circ$ .

On the eastern side of Skiathos strait, Pouǵha reef, with a depth of  $2\frac{1}{2}$  fathoms ( $4^m1$ ) over it, lies about a quarter of a mile south-westward of Pouǵha. Ayía Eléni reef, with a depth of  $1\frac{1}{2}$  fathoms ( $2^m7$ ) over it, and 5 fathoms ( $9^m1$ ) between it and the coast of Skiathos, lies about 20 three-quarters of a mile south-westward of Cape Ayía Eléni, situated about a mile northward of Pouǵha. The two last-mentioned dangers are covered by the *red fixed* sector of Pondikó light, between the bearings of  $194^\circ$  and  $234^\circ$ . Ayía Eléni reef may generally be seen; Cape Sipiá (Sepias) in line with Cape Promfiri, about  $2\frac{1}{2}$  miles 25 north-north-westward, bearing  $339^\circ$ , leads south-westward of this reef.

Góurnes reef, with a depth of 3 fathoms ( $5^m5$ ) over it, and steep-to, lies about  $2\frac{1}{2}$  cables off Cape Góurnes (Gurnais), situated at the north-eastern end of Skiathos strait, about a mile north-eastward of Cape 30 Ayía Eléni.

Euryalus rock, with a depth of  $2\frac{1}{2}$  fathoms ( $5^m0$ ) over it, lies on the western side of Skiathos strait, about 6 cables southward of Cape Sipiá and  $2\frac{1}{2}$  cables offshore; Cape Sipiá, the eastern extreme of the peninsula of Magnisia, is situated at the north-western end of Skiathos 35 strait, about  $2\frac{1}{2}$  miles north-westward of Cape Góurnes (*Lat. 39° 10' N., Long. 23° 24' E.*). Euryalus rock lies in the *white occulting* sector of Pondikó light, between the bearings of  $178^\circ$  and  $187^\circ$ . Cape Sipiá is 365 feet ( $111^m2$ ) high and very steep; as this cape is of a very dark colour and the next projection northward of a reddish colour, 40 the two form an excellent mark for vessels approaching Skiathos strait from northward, and serve to distinguish the strait from that of Skópelos.

In addition to the dangers described above, both shores of Skiathos strait are fringed by scattered above-water and sunken rocks lying less 45 than 2 cables offshore.

**Lights.**—A light is exhibited, at an elevation of 34 feet ( $10^m4$ ), from an iron structure on a black beacon with red horizontal bands, 43 feet ( $31^m1$ ) in height, on Levthéris rock.

A light is exhibited, at an elevation of 344 feet ( $104^m8$ ), from an iron 50 beacon on a column, situated on Cape Sipiá.

**Currents.**—The currents are variable and influenced by the winds, but generally set northward at the rate of from one to 2 knots. The German man-of-war *Hum*, on 26th January, 1886, reported that in

*Chart 1556.*

a position 2 miles southward of Poúdha, during a calm, a current setting east-south-eastward at the rate of 2 knots was experienced.

**Directions.**—The lighthouse on Pondikó kept between the bearings  
5 of 187° and 194°, leads through Skíathos strait, clear of all dangers. At night, Pondikó light shows *white fixed* between these bearings.

**Skíathos.**—This island, the westernmost of the Northern Sporádhēs, is mountainous, its greatest elevation being Mount Stavrós, 1,448 feet (441<sup>m</sup>3) high, near the north-eastern end. The steep sides of the hills  
10 are wooded.

There is no safe anchorage off the island except in Skíathos harbour, page 209, the bays on the north-western and southern sides being deep, with rocky bottom; the bays on the southern side, including Skíathos harbour, have a small lagoon or swamp at the head of each. The coast  
15 is skirted with scattered rocks, but with the exception of Marínes (Marino) rocks, off the southern coast, and the dangers in Skíathos strait, page 205, they do not impede navigation.

**Southern coast of Skíathos.**—**Danger.**—Between Poúdha page 205, and Cape Kalamáki, about 3½ miles east-south-eastward,  
20 the southern coast of Skíathos is indented by two bays, Koukounariés (Kuknareais) bay the western, and Platánia bay the eastern.

Marínes rocks, 8 feet (2<sup>m</sup>4) high and steep-to, closely surrounded by sunken rocks, lie about 1½ miles east-south-eastward of Poúdha (Lat. 39° 08' N., Long. 23° 24' E.) and about 4 cables offshore; the two  
25 Touránes (Turoneis) islets, one of which is 63 feet (19<sup>m</sup>2) high, lie about 3 cables north-westward of Marínes rocks, and 2 cables offshore. Marínes rocks and the Touránes islets are covered by the *red fixed* sector of Pondikó light between the bearings of 194° and 234°.

*Chart 2072.*

30 **Skópelos strait.**—**Dangers.**—This strait, about 3½ miles wide in its narrowest part, between the eastern side of Skíathos and the south-western side of Skópelos, page 209, is free from danger on its western side.

Skópelos strait is entered from southward between Cape Kalamáki, 35 mentioned above, and Cape Míti (Muti), the south-western extreme of Skópelos, about 9 miles east-south-eastward.

*Chart 1556.*

Tsoungríá (Zogria), an island, 296 feet (90<sup>m</sup>2) high, is situated about 1½ miles eastward of Cape Kalamáki, which lies close north-eastward  
40 of the southern extreme of Skíathos.

*Chart 1196, plan of Skiathos harbour.*

The depths for a distance of about three-quarters of a mile northward of Tsoungríá are uneven, there being a patch, with a depth of 7 fathoms (12<sup>m</sup>8) over it, about 5½ cables north-north-westward of the  
45 island with greater depths around it. The shallow bank which extends for about 3½ cables north-north-westward from the northern end of the island, was reported, in 1929, to have extended in a north-easterly direction.

Zogriáki, an island, 178 feet (54<sup>m</sup>2) high, lies 4 cables westward of  
50 the northern end of Tsoungríá; and is connected to the southern end of that island by a bank, with a depth of 6 fathoms (11<sup>m</sup>0) over it. A detached shoal, with a depth of 4½ fathoms (7<sup>m</sup>8) over it, lies about a cable westward of the south-western extreme of Zogriáki, a 2-fathom (3<sup>m</sup>7) patch lies about 2 cables north-north-eastward of the north-

*Charts 1556, 2072. 1085, 426, 2836b, 2158b, 449.*

*Chart 1196, plan of Skiathos harbour.*

western extreme of the island, and a rock, with less than 6 feet (1<sup>m</sup>8) over it, lies about three-quarters of a cable northward of the northern extreme of the island; the passage between the 4½-fathom (7<sup>m</sup>8) shoal, westward of Zogriáki, and the coastal bank which extends offshore in the vicinity of Cape Kalamáki, is about half a mile wide. Cape Kanapítsa is situated about half a mile northward of Cape Kalamáki (*Lat.* 39° 08' N., *Long.* 23° 28' E.).

Práso, an islet surrounded by a narrow shallow bank, lies about 2 cables north-eastward of Cape Kanapítsa, with a small reef, on which is an above-water rock, nearly midway between.

Skiathos harbour, page 209, lies at the northern end of a bight between Cape Kanapítsa and the southern extreme of a promontory, about 2 miles north-eastward. A shoal, with a depth of 4 fathoms (7<sup>m</sup>3) at its south-western end, extends southward and south-westward of the promontory for about a cable; on this shoal there is a rock, 4 feet (1<sup>m</sup>2) high, with a rock, awash, a short distance eastward. Marangós (Mirango), an island, 195 feet (59<sup>m</sup>4) high, lies about a quarter of a mile southward of the promontory; a shoal, with a depth of 3½ fathoms (5<sup>m</sup>9) at its northern end, and about three-quarters of a cable wide, borders the north-western and northern sides of Marangós.

*Chart 2072.*

On the eastern side of Skópelos strait, Pánormos bay, situated about 1½ miles northward of Cape Míti, can be entered by small vessels, but the depths are too great for anchoring. There is a small creek on the southern side of Pánormos bay with a depth of about 16 fathoms (29<sup>m</sup>3) at the entrance, but within the entrance the creek is shallow and rocky.

Désa (Dasa), an islet, 100 feet (30<sup>m</sup>5) high, conical and wooded to its summit, lies about 4 cables west-north-westward of the northern entrance point of Pánormos bay. Strongiló, a smaller islet, lies a short distance south-westward of Désa. A rock, with a depth of 4 feet (1<sup>m</sup>2) over it, lies close off the southern extreme of Strongiló. Between these two islets, and also between them and the coast of Skópelos, the depths are considerable, but vessels, especially sailing vessels, should avoid taking these passages on account of calms, strong and uncertain currents, and the impossibility of anchorage.

Kasídha, an above-water rock, with a shoal, over which there is a depth of one fathom (1<sup>m</sup>8), close off its northern side, lies about a mile north-westward of Désa, and Plevró (Plero), an islet, lies about a quarter of a mile north-eastward of Kasídha, and about 6 cables off the coast of Skópelos; a 5½-fathom (10<sup>m</sup>1) patch lies about half a mile north-westward of Plevró and 6 cables offshore.

Paximádha (Praximada) (*Lat.* 39° 09' N., *Long.* 23° 36' E.), an islet, lies in the south-western approach to Loutráki bay, about 1½ miles north-westward of Plevró and 1½ miles off the coast of Skópelos. Paximádha is the northernmost of the islets lying on the eastern side of Skópelos strait, and is barren and steep-to. A rocky patch, with a depth of 5½ fathoms (10<sup>m</sup>1) over it, and 13 fathoms (23<sup>m</sup>8) close south-westward, lies about half a mile north-westward of Paximádha. This patch lies in the *white* sector of Répi light between the bearings of 183° and 261°. Paximádha, Plevró and Kasídha, with the dangers between them, are covered by the red sector of the same light between the bearings of 261° and 313°.



*Chart 1196, plan of Skiathos harbour.*

On the western side of Skópelos strait, Arkáki, an island, 301 feet (91<sup>m</sup>7) high, lies about 4 cables south-eastward of the southern end of the promontory forming the eastern side of Skiathos harbour, page 207.

- 5 A pinnacle rock, with a depth of 5 fathoms (9<sup>m</sup>1) over it, lies about 2 cables off the southern end of Arkáki. A rock, 12 feet (3<sup>m</sup>7) high, lies close off the northern end of the same island; two patches, one with a depth of 3½ fathoms (5<sup>m</sup>9), and the other with a depth of 5½ fathoms (10<sup>m</sup>1), lie at distances of about one and 2 cables respectively, north-north-westward of the 12-foot (3<sup>m</sup>7) high rock. Two rocks, one 6 feet (1<sup>m</sup>8) high, and the other 5 feet (1<sup>m</sup>5) high, lie at distances of about 3 and 5 cables, respectively, north-north-westward of the 12-foot (3<sup>m</sup>7) high rock; a rock, awash, lies, at the distance of a quarter of a cable, both off the northern and the southern ends of the
- 15 southern of these two rocks, and the northern rock lies at the distance of about 2 cables off the coast of Skiathos westward.

Répi, an island, 104 feet (31<sup>m</sup>7) high, lies about 1½ cables eastward of the southern end of Arkáki, with uneven depths of less than 10 fathoms (18<sup>m</sup>3) between.

- 20 Áspro, an island, 252 feet (76<sup>m</sup>8) high, lies about three-quarters of a mile northward of Arkáki, connected to the coast of Skiathos by a bank, about 2 cables wide, near the middle of which there is a patch with a depth of 3 fathoms (5<sup>m</sup>5) over it.

*Chart 2072.*

- 25 On the eastern side of Skópelos strait, Loutráki bay, page 209, is situated about 2½ miles south-south-eastward of Cape Gourouíni (Guruni), the northern extreme of Skópelos.

*Charts 1556, and 2072.*

- On the western side of Skópelos strait, northward of the bank
- 30 connecting Áspro, mentioned above, with the eastern side of Skiathos, the north-eastern coast of that island is fringed by rocks, both above-water and sunken, lying close offshore.

*Chart 1196, plan of Skiathos harbour.*

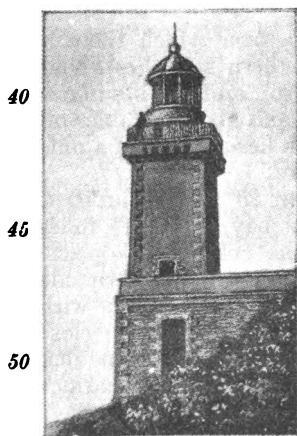
- Lights in Skópelos strait.**—A light is exhibited, at an elevation
- 35 of 45 feet (13<sup>m</sup>7), from an iron column on a white hut on a masonry base, 20 feet (6<sup>m</sup>1) in height, situated on Práso.

A light (Lat. 39° 09' N., Long. 23° 32' E.), is exhibited, at an elevation of 138 feet (42<sup>m</sup>1), from a circular masonry tower and dwelling, 33 feet (10<sup>m</sup>1) in height, on the summit of Répi island.

*Chart 2072.*

A light is exhibited, at an elevation of 229 feet (69<sup>m</sup>8), from a square masonry tower and dwelling, 47 feet (14<sup>m</sup>3) in height, situated about half a mile south-westward of Cape Gourouíni. See view.

**Caution.**—Owing to the incomplete nature of the survey of the channels between Répi and Tsoungriá, and between Zogriáki and Tsoungriá, eastward, and Cape Kalamáki, westward, deep-draught vessels are warned not to navigate in depths of less than 20 fathoms (36<sup>m</sup>6).



Cape Gourouíni  
lighthouse.

*Charts 1556, 2072, 1085, 426, 2836b, 2158b, 449.*

*Chart 1196, plan of Skiathos harbour.*

**Anchorage in Skópelos strait.—Skiathos harbour.**—The entrance to this harbour, page 207, is about half a mile wide. The town of Skiathos, with densely wooded hills behind it, lies on the western side of the entrance, and from thence the north-western side of the harbour is fringed by a shallow coastal bank, as much as a cable wide in places. An islet, 50 feet (15<sup>m</sup>2) high, and connected to the town by a causeway, lies about 2 cables north-eastward of the western entrance point; on this islet there is a conspicuous yellow building with a red roof. Dháskalo (Daskalonisi), an islet, 15 feet (4<sup>m</sup>6) high, with a shallow bank extending for a short distance off its western side and for about half a cable from its northern end, lies nearly in the middle of the harbour, eastward of the last-mentioned islet. Dháskalo is connected to the coast north-north-westward by a spit, over which there are depths of from 3½ to 5 fathoms (6<sup>m</sup>4 to 9<sup>m</sup>1). 5 10 15

The lazaretto, reported, in 1930, to be in ruins, with a mole (*Lat.* 39° 10' N., *Long.* 23° 30' E.) for landing, is situated on the eastern side of the harbour, about 2 cables north-north-westward of the eastern entrance point.

The harbour is safe with any wind, being afforded some protection 20 in southerly gales by Marangós, Tsoungriá and Zogriáki.

The tidal stream off the town of Skiathos turns at the time of high and low water by the shore.

The anchorage recommended is with Dháskalo bearing 209°, distant about 1½ cables, in a depth of 11 fathoms (20<sup>m</sup>1), mud, and good holding 25 ground, in the vicinity of which there is a mooring buoy; this position will give a vessel room to veer cable in the event of strong breezes from the north, which come without warning; further southward, immediately within Dháskalo, the holding ground is bad.

H.M.S. *London*, when at anchor off Skiathos, on two occasions in 30 July, 1930, experienced winds from the north-west which sprang up without warning and blew for over twelve hours with a force of from 5 to 6, reaching force 9 in squalls.

**Light.**—A light is exhibited, at an elevation of 40 feet (12<sup>m</sup>2), from a white iron column on a hut, 19 feet (5<sup>m</sup>8) in height, on Dháskalo. 35

**Directions.**—A vessel bound for Skiathos harbour from the north should pass eastward of Áspro, Arkáki and Répi, then steer to pass at least one cable southward of Marangós, and eastward of Dháskalo.

Approaching from the south, the passage between Cape Kalamáki and Zogriáki is deep in mid-channel; if passing eastward of Tsoungriá, 40 a vessel should not approach it too closely, and give its northern end a berth of half a mile.

**Port facilities.**—Fresh provisions are difficult to procure.

Skiathos is connected to the general telegraph system. There is steamer communication with the Piraiévs, Vólos and other ports. 45  
*Chart 2072.*

**Loutráki bay.**—This bay, page 208, is small and shallow, and is protected on its western side by a short breakwater; there is a village and some cultivated ground at its head. Good anchorage, in a depth of about 7 fathoms (12<sup>m</sup>8), sand and weed, sheltered from all easterly 50 winds, can be obtained off Loutráki bay, about a quarter of a mile southward of the breakwater head.

**Skópelos.**—Mount Dhéli (Delphi), 2,150 feet (655<sup>m</sup>3) high, situated near the centre of the island, is the summit of Skópelos. The

*Chart 2072.*

north-western part of the island contains several villages, the largest of which is Plataniá. There are no good ports in the island.

- Southern side of Skópelos.**—Cape Velóna, the southern extreme of Skópelos, lies about 3 miles east-south-eastward of Cape Míti, page 206. Agnón das (Agonia) bay lies nearly midway between Cape Míti and Cape Velóna. A shoal, with a depth of 6 fathoms (11<sup>m</sup>0) over it, and which is steep-to, lies in the middle of the entrance to Agnón das bay; at the head of this bay, there is a small cove where small vessels can moor, head and stern.

- Cape Stáfilos (Staphilis) (*Lat. 39° 05' N., Long. 23° 45' E.*), situated about 1½ miles north-eastward of Cape Velóna, is of a reddish colour, and at a distance, appears like a detached rock. Stáfilos bay lies between Cape Stáfilos and a point about half a mile south-westward; there is anchorage for small vessels, with local knowledge, during northerly winds in this bay.

Cape Kioúrto (Gurto), the eastern extreme of Skópelos, lies about 3 miles north-eastward of Cape Stáfilos.

- North-eastern side of Skópelos.**—The town of Skópelos, the capital, stands on a rocky projection on the south-western side of Skópelos bay, which is situated on the north-eastern side of the island between a point about 2 miles westward of Cape Kioúrto, and a point about three-quarters of a mile north-westward. Depths of less than 5 fathoms (9<sup>m</sup>1) extend from the south-eastern entrance point of Skópelos bay for about a cable, and from the head of the bay for about 3½ cables. A breakwater extends for about a cable in a south-easterly direction from the extremity of the projection on which the town stands, and, a short distance south-westward of the breakwater, there is a small jetty. A coastal bank, 1½ cables wide in places, with depths of less than 5 fathoms (9<sup>m</sup>1) over it, fringes the western side of the bay; some above-water rocks lie on this bank northward of the root of the breakwater. Southward of the town of Skópelos there is a fertile plain backed by wooded hills. A windmill stands close south-westward of the town.

- The best berth is under the cliffs in the north-western part of the bay, with the starboard anchor in depths of from 7 to 10 fathoms (12<sup>m</sup>8 to 18<sup>m</sup>3), and a hawser secured to the rocks at the foot of the cliffs. Vessels should not anchor here during winter except in case of necessity, as the harbour is open north-eastward and winds from that quarter during this period send in a heavy short sea, but in the summer it is reported that they do not blow home.

There is steamer communication with the Piraiévs, Vólos and other ports.

Small quantities of supplies can be procured.

- Ilíodhrómia channel.**—**Lights.**—This channel is entered, from south-eastward, between Cape Kioúrto, mentioned above, and Cape Nótos, the southern extreme of Ilíodhrómia (Khelidromi) about 2½ miles east-north-eastward. It is about 2 miles wide between Cape Kioúrto, and Cape Télion (Teleio), the south-western extreme of Ilíodhrómia. Áyios Yeóryios (St. Georgio), an islet, with Mikró islet close north-eastward, lie in this channel, narrowing the passage to a width of about 7 cables and rendering it difficult for sailing vessels, except with a fair wind. The passage between Mikró islet and Ilíodhrómia is deep and clear. A shoal, with a depth of 1½ fathoms

*Chart 2072.*

(2<sup>m</sup>7) over it and which can generally be seen, extends from the south-western end of Áyios Yeóryios for about 3 cables, leaving a narrow but clear passage between its south-western end and Skópelos ; vessels taking this passage should keep the coast of Skópelos aboard. 5

The currents run strongly in both channels, and are much influenced by the winds.

A light is exhibited, at an elevation of 59 feet (18<sup>m</sup>0), from a white iron tower on a concrete base on Cape Télion.

A light is exhibited, at an elevation of 75 feet (22<sup>m</sup>9), from a white 10 iron tower on a concrete base, 8 feet (2<sup>m</sup>4) in height, on the centre of Mikró islet.

**Skántzoura group.—Dangers.**—This group consists of Skántzoura, an island, and several islets and above-water rocks ; Cape Glífa (Glypha), the northern extreme of Skántzoura, lies about 14 miles 15 eastward of the eastern end of Skópelos. These islands are low compared with others in the Aegean sea, and should therefore be given a wide berth at night.

Skántzoura has no anchorages. A monastery stands on an elevation about 1½ miles southward of Cape Glífa. Three islets lie off the 20 north-western side of the island, separated from the latter by a deep channel about a quarter of a mile wide ; a detached 6-fathom (11<sup>m</sup>0) patch lies a short distance northward of the north-westernmost of the above-mentioned islets.

Strongiló (*Lat.* 39° 05' N., *Long.* 24° 04' E.), an islet, with Práso 25 (Parausa), another islet, about three-quarters of a mile south-eastward, lies about three-quarters of a mile westward of the central part of Skántzoura. Skandfli, an islet with a smaller islet close northward, is separated from the south-western extreme of Skántzoura by a deep passage, about 6 cables wide ; these islets are surrounded by a shallow 30 bank which extends northward of them for a distance of about half a mile.

Kórakas, the southernmost islet of the group, lies about a mile south-westward of Skandfli ; the passage between is clear and deep in mid-channel. A rocky shoal, over which there is a depth of 1½ fathoms 35 (2<sup>m</sup>7), lies about half a mile south-eastward of Kórakas. Vessels passing southward of the Skántzoura group should give this danger a wide berth ; it will generally be distinguished by the heavy breakers over it.

**Adhélífa group.**—This group of islands and rocks lies north-west- 40 ward of the Skántzoura group, and extends in a north-easterly and south-westerly direction for about 5 miles. Cambrian rock, the northernmost of the group, lies about 5½ miles north-westward of Cape Glífa, mentioned above ; Cambrian rock is only a little above water, with a depth of 3 fathoms (5<sup>m</sup>5) close to its northern and 45 southern sides. Adelfópoulo (Adelphi Pulo), an islet, with an above-water rock close off its northern end, lies about a mile southward of Cambrian rock.

Adhélí (Adelphi), the largest island of the group and 520 feet (158<sup>m</sup>5) high, is clifly on its eastern side and clear of dangers. It lies 50 southward of Adelfópoulo, separated by a very narrow passage.

The two Gaidhoúri islets, Polírikhos (Palir) and Gaidharos (Gadaro), the southernmost islets, are small and low, and lie about 2 and 2½ miles, respectively, south-south-westward of Adhélí ; a shoal extends for

*Chart 2072.*

a short distance from the northern and southern ends of both these islets. A rocky shoal, over which there is a depth of  $1\frac{1}{2}$  fathoms ( $2^m7$ ), lies about 3 cables north-westward of Gáidharos. The sea, at times, 5 breaks heavily over these dangers.

The passage between Polírikhos and Adhélfí is clear of danger.

**Peristéra.**—This island, which is 817 feet ( $249^m0$ ) high and barren, lies with Cape Xeró, its south-eastern extreme, about  $1\frac{1}{2}$  miles north-north-westward of Cambrian rock, page 211. At the southern end of 10 the island there is a small inlet, suitable only for boats.

Peristéra is separated from the eastern side of Iliodhrómia by a passage which is half a mile wide at its southern entrance and only 2 cables wide at its northern entrance. Vasilikó bay, a cove, where small vessels may anchor, is situated on the eastern side of the passage 15 at the head of a bight near the middle of the western side of Peristéra, where the island is nearly divided into two parts. A vessel may obtain shelter on the western side of the passage off a low sandy point, situated on the coast of Iliodhrómia about  $1\frac{1}{2}$  miles south-westward of Cape Áspro, the northern extreme of Peristéra.

20 From the approach to the passage between Peristéra and Iliodhrómia, from northward, the entrance can be distinguished by Cape Áspro, which is low and white; a vessel, keeping in mid-channel, may pass through without danger, but must not approach Cape Áspro too closely as the depth close off it is only 3 fathoms ( $5^m5$ ).

25 Likórema (Likorima), an islet, lies about 6 cables eastward of the northern end of Peristéra (*Lat.*  $39^\circ 14' N.$ , *Long.*  $23^\circ 58' E.$ ).

**Iliodhrómia.**—**Anchorages.**—Cape Télion, the south-western extreme of the island of Iliodhrómia, is mentioned on page 210. The island is 1,590 feet ( $484^m6$ ) high close to the north-western coast, about 30 3 miles south-south-westward of Cape Yérakas (Eiraka), its northern extreme, and is generally barren.

Cape Kokkinókastro, the termination of a promontory of deep red colour, is situated on the south-eastern coast, about  $3\frac{1}{2}$  miles north-eastward of Cape Nótos, page 210. The entrance to a small port in 35 the vicinity of Cape Kokkinókastro can be distinguished by means of the promontory.

The north-western side of Iliodhrómia is composed of steep precipices. Megáli Ámmos (Kata-Iura) bay is situated on this side of the island between a point about  $2\frac{1}{2}$  miles north-eastward of Cape Télion 40 and a point about a mile further north-eastward. Manolás, an islet, lies close off the northern entrance point of a small bay situated on the north-western side of the island, about 7 miles south-south-westward of Cape Yérakas, and Stavρός, an above-water rock, lies about half a mile southward of Manolás and 2 cables off the southern entrance point of 45 the same bay.

There is no good harbour in Iliodhrómia, though there are a few limited anchorages, with northerly winds, on the south-eastern coast. A vessel may obtain shelter off Cape Kokkinókastro, also in a small bay one mile south-westward of that cape, in which a depth of 9 or 50 10 fathoms ( $16^m5$  or  $18^m3$ ) can be obtained, but there is a 5-fathom ( $9^m1$ ) patch in the entrance. The shelter which can be obtained off the low sandy point about  $3\frac{1}{2}$  miles north-north-eastward of Cape Kokkinókastro, is mentioned above. Elsewhere the depths are too great for anchoring.

*Chart 2072.*

**Pelagonísi strait.**—This strait is entered from south-eastward, between Cape Gregáli, the north-eastern extreme of Iliodhrómia, and the southern extreme of Pélagos, about 4 miles north-eastward. Pelagonísi strait is clear and deep, and is 3 miles wide in its narrowest part. 5

Mélissa (*Lat. 39° 17' N., Long. 24° 05' E.*), an above-water rock which is steep-to, lies in the north-eastern approach to Pelagonísi strait, about one mile eastward of the southern extreme of Pélagos.

On the south-western side of Pelagonísi strait, Moró islet, surrounded by a narrow, shallow bank with an above-water rock at its south-western end, lies about 4 cables north-north-eastward of Cape Gregáli. Paidhí (Red) islet lies close south-westward of Moró, with considerable depths between it and Cape Gregáli. 10

Firákos roadstead (Port Eiraka) is situated in a narrow creek, midway between a point about half a mile north-westward of Cape Gregáli and Cape Yérakas, page 212, about  $1\frac{1}{2}$  miles further north-westward. There are no dangers in the roadstead. 15

On the north-eastern side of Pelagonísi strait, Kirá Panayiá bay is entered between Cape Panayiá, the south-western extreme of Pélagos, and a point about a mile north-north-westward. The north-eastern extreme of Pelérissa, an island, lies about 2 cables southward of the north-western entrance point of this bay. 20

The only safe anchorage in Kirá Panayiá bay is northward of a yellow islet, situated in the northern part; this islet is connected to the coast eastward by a shoal, over which there are depths of 2 fathoms ( $3^m7$ ). The anchorage space, in which there are depths of about  $4\frac{1}{2}$  fathoms ( $7^m8$ ), is very limited, and only suitable for small vessels; the anchor should be ready to let go at a moment's notice. On the south-eastern side of Kirá Panayiá bay, there is a bight with a small plain at its head; the bottom of this bight is treacherous, and therefore it should not be resorted to except in case of necessity. 30

**Pélagos.**—This island is mountainous; its summit, 1,060 feet ( $320^m0$ ) high, is situated on its western side.

**Yioura strait.**—This strait is about 2 miles wide in its narrowest part, between Cape Kéndo (Kento), the north-eastern extreme of Pélagos, and Cape Stenó, the south-western extreme of Yioura (Iura), north-eastward. The three islets, Prásson, Koumbí (Kubi), and Pappoús (Papu), situated at the south-eastern end of the strait, are steep-to; the strait is deep on either side of these islets. 40

The currents in Yioura strait generally set according to the direction and force of the wind.

Between Cape Kéndo and Cape Kirá (Kyra), the northern extreme of Pélagos, about  $1\frac{1}{2}$  miles north-westward, the south-western side of Yioura strait is indented; the entrance to Planítis (Planedhi) harbour is situated in the most extensive of these indentations, about a mile southward of Cape Kirá. 45

*Chart 2072, plan of Port Planedhi.*

The entrance to Planítis harbour is only about 90 yards ( $82^m3$ ) wide in its narrowest part, with a depth of 4 fathoms ( $7^m3$ ) in the fairway. Within the entrance, the depths increase and the bottom consists of mud; at the southern end of the harbour, there are two arms, one running south-westward and the other south-eastward. A heavy swell sets into the outer part of the entrance during northerly winds, but 50

*Chart 2072, plan of Port Planedhi.*

inside, the water is always smooth. A sailing vessel can only enter with a fair wind.

*Chart 2072.*

- 5 **Pipéri.**—This island is the north-easternmost of the Northern Sporádhēs and lies with its southern extreme about 10 miles eastward of the north-eastern extreme of Pélagos. The coast of Pipéri consists of inaccessible cliffs which are steep-to; there is no shelter even for a boat. The channel between Pipéri and Yioúra, about 6 miles  
10 west-north-westward is clear of dangers.

**Yioúra.**—This island, page 213, has neither harbour nor roadstead and is almost inaccessible. There is some scanty herbage on the sides of the precipitous hills of which the island is composed.

- A rocky bank, over which there is a least depth of 10 fathoms (18<sup>m</sup>3),  
15 lies about 1½ miles north-eastward of the northern extreme of Yioúra.

- Psathoúra.**—**Light.**—Psathoúra, the northernmost of the Northern Sporádhēs, is only a few feet high and lies, with its southern extreme, about 3½ miles northward of the northern extreme of Yioúra. There are some remains of fortifications at its northern extremity; its  
20 western side is steep-to, but its eastern side is bordered by a shallow bank, about 3 cables wide, which continues round the southern end of the island.

- Míya (Muia) (*Lat. 39° 28' N., Long. 24° 11' E.*), an islet, lies about half a mile southward of Psathoúra, the channel between them being  
25 foul and rocky, with uneven depths; vessels should not pass through this channel. Míya is surrounded by a rocky shoal, and about 3 cables south-westward of the islet, there is a rock with a depth of less than 6 feet (1<sup>m</sup>8) over it. The passage between the last mentioned rock and the northern extreme of Yioúra is about 2½ miles wide, deep and clear.  
30 A light is exhibited, at an elevation of 131 feet (39<sup>m</sup>9), from a circular masonry tower and dwelling, 85 feet (25<sup>m</sup>9) in height, situated on the northern extreme of Psathoúra.

- Current.**—The current, with northerly winds, and calms, sets strongly towards Psathoúra, and has been the cause of many disastrous  
35 wrecks. Eastward of Pipéri, in October, 1916, a slight north-easterly and easterly set was observed, with a fresh breeze from south-south-west, and in November, between eastward of Pipéri and northward of Skíros, there was no current with light airs from east-south-east.

*Charts 426, 2836b, 2158b, 449.*

## CHAPTER VII

THE COAST OF GREECE FROM SKÍATHOS STRAIT TO  
ALEXANDROÚPOLIS, INCLUDING THE GULF OF THÉRMAI.

*Chart 1085.*

**GULF OF THÉRMAI.**—General description.—The Gulf of Thérmai (Saloniki), called by the Greeks Thermaikós Kólpos, lies north-westward of the Northern Sporádhos, page 204, and is entered between Cape Sipiá (*Lat. 39° 11' N., Long. 23° 22' E.*), page 205, 5 and Cape Kanastraíon (Paliuri), about 47 miles north-north-eastward. The country on the south-western side of the gulf exhibits a magnificent range of mountains, which includes Mount Pílion, page 199, Mount Kíssavos (Ossa), 6,490 feet (1,978<sup>m</sup>1), about 27 miles north-north-westward, and, about 23 miles further north-westward, Mount Ólim- 10 bos (Olympus), which reaches an elevation of 9,551 feet (2,911<sup>m</sup>1). On the north-eastern side of the gulf the land is also mountainous, though not so high as that on the south-western side. See views facing pages 216 and 217.

The town of Thessaloníki (Saloniki) lies at the head of the gulf. 15

The depths throughout the gulf are considerable, except within about 20 miles of its head, where there are anchoring depths in every part.

**Current.**—A strong current has been observed setting out of the gulf in March and April, probably owing to the melting of the snow 20 and the freshets from the rivers.

*Chart. 1556.*

**South-western side of gulf.**—Coast.—On the south-western side of the Gulf of Thérmai, Cape Promíri lies about 2½ miles north-westward of Cape Sipiá. Between Cape Promíri and Cape Póri 25 (chart 1085), which is rugged, about 20 miles north-westward, the coast is clear of dangers at a distance of 2 cables offshore and is backed by high land.

*Chart 1085, plan of Damouka harbour.*

Cape Damoúkhari (Damuka), close southward of which there is a 30 small cove, lies 13 miles north-westward of Cape Promíri. Damoúkhari roadstead is situated in this cove; a reef, with depths of less than 6 feet (1<sup>m</sup>8) over it, lies about a cable eastward of Cape Damoúkhari, in the approach to the roadstead and between the reef and Cape Damoúkhari there is a shoal with 2½ fathoms (4<sup>m</sup>6) over it, and there 35

*Charts 426, 2836b, 2158b, 449.*



*Chart 1085, plan of Damuka harbour.*

are also two patches, each with a depth of  $2\frac{1}{2}$  fathoms ( $4^m6$ ) over it, a short distance within the entrance of the cove. A ruined mill stands on a hill southward of the roadstead.

5 *Chart 1556.*

Mount Pílion, page 199, rises in a broad and rounded outline; when viewed from southward, it shows two peaks at some distance from each other, the depression between them being so slight as to give it the appearance of table-land.

10 *Chart 1085.*

Póri rocks lie close off the cape of the same name. Between Cape Póri and Cape Dhérmata (Kissobo), a prominent lofty headland, about 21 miles north-westward, the coast, forming a slight bend, is high and steep-to. Mount Kíssavos, page 215, situated about 8 miles

## 15 westward of Cape Dhérmata, is steep and cone-shaped.

The coast for 6 miles north-westward of Cape Dhérmata, is high and rocky and rises abruptly, terminating in a bluff; the mountain range from thence trends gradually away from the coast, leaving between them a narrow belt of low land fronted by a sandy beach, 20 which continues to the cliffs in the vicinity of Skála Elevtherokhoríou, about 35 miles northward. The village of Karítsa, standing on the slopes of Mount Kíssavos, about 500 feet ( $152^m4$ ) high, and situated about 5 miles north-westward of Cape Dhérmata is conspicuous.

Stómion (Tsaghesi), a village which is connected to the general 25 telegraph system, lies close to a stony beach in the small and shallow bay situated half a mile north-westward of the above-mentioned bluff. The anchorage off the village is good during fine weather, and small vessels that frequent the place anchor in a depth of 7 fathoms ( $12^m8$ ), about half a mile from the beach. There is a depth of 10 fathoms 30 ( $18^m3$ ), sand and mud, about three-quarters of a mile offshore, with Cape Dhérmata, bearing  $132^\circ$ , open north-eastward of the bluff point situated south-eastward of the village, and the centre of the village bearing about  $220^\circ$ ; the depths thence decrease gradually towards the shore.

35 **Light.**—A light is exhibited, at an elevation of 23 feet ( $7^m0$ ), from an iron column and hut, 20 feet ( $6^m1$ ) in height, at Stómion.

**Coast.**—The mouth of the Piniós (Salambria) river is situated about  $1\frac{1}{2}$  miles north-north-westward of Stómion; this river drains nearly the whole of Thessalia.

40 Anchorage will be found off the mouth of the river, in a depth of 9 or 10 fathoms ( $16^m5$  or  $18^m3$ ), mud.

Cape Platamón (*Lat.*  $39^\circ 57' N.$ , *Long.*  $22^\circ 44' E.$ ), situated about 5 miles northward of Stómion, is low; a rocky shoal, with a depth of 4 fathoms ( $7^m3$ ) at its extremity, extends eastward of the cape for 45 about a mile. A vessel should keep the high land of Cape Póri bearing  $151^\circ$  and open north-eastward of Cape Dhérmata, which will lead about  $1\frac{1}{2}$  miles north-eastward of the shoal.

The village of Platamón, 6 miles west-north-westward of Cape Platamón, consists of a large and irregular group of buildings surrounded by a wall standing upon a rocky height overhanging the 50 sea, and is conspicuous; a stream flows into the sea on the southern side of the village.

**Caution.**—The chart in an area comprised between the line joining Cape Platamón and Cape Posídhion, page 217, 29 miles eastward, on



*Mt. Pilion,  
bearing 199°.*

*Mt. Kíssavos,  
bearing 247°, 30 miles.*

South-western side of the Gulf of Thérmai from near Cape Posídhion.  
(*Original dated 1833.*)

*Mt. Oílimbos,  
bearing 277°.*

To face page 217.



3,420-foot  
summit.

North-eastern side of the Gulf of Thérmai from 2 miles south-westward of  
Cape Posidhion.  
*Cape Mostkhon,*  
*bearing 070°, 2 miles.*

*Original dated 1833.*



*Cape Posidhion,*  
*bearing 355°, 6 miles.*

*Cape Kanastraton,*  
*bearing 078°.*

Southern side of the Kassándra peninsula, entrance to the Gulf of Thérmai.  
*(Original dated 1833.)*



*Mt. Horiach,*  
*bearing 010°.*

*Mt. Athos.*

*Cape Posidhion,*  
*bearing 135°, 21 miles.*

North-eastern side of the Gulf of Thérmai.  
*(Original dated 1833.)*

*Chart 1085.*

the southern side, and a line joining Cape Atherídha and Cape Smíla 17 miles east-south-eastward, on the northern side, is based on imperfect surveys and should be used with caution.

**Coast.**—Cape Atherídha lies about 25 miles northward of Cape 5  
Platamón; the coast between forms a bight and may be approached to a moderate distance, there being no off-lying dangers. Skála Vromerís (Katarina) lies about 7 miles south-south-westward of Cape Atherídha; at times the surf breaks heavily on the beach, which prevents landing. The town of Kateríni, the houses of which 10  
are surrounded by trees, stands in the narrow plain between Mount Ólimbos and the sea, about 3 miles westward of Skála Vromerís.

Mount Ólimbos, page 215, shows a wide surface of bare, light-coloured rock, and is capped with snow during the greater portion of the year. The broad side of this majestic mountain, when seen 15  
from eastward, presents a series of abrupt precipices of great height, broken at intervals by deep, thickly wooded ravines.

*Chart 2070.*

Cape Atherídha is low; a bank, over which there is a depth of one fathom (1<sup>m</sup>8), extends for a distance of 4 cables eastward of the 20  
cape. Between Cape Atherídha and Cape Epanomí (Panomi point), on the opposite shore, the Gulf of Thérmai narrows to a width of about 10 miles.

**Light.**—A light is exhibited, at an elevation of 43 feet (13<sup>m</sup>1), from a white iron obelisk, 30 feet (9<sup>m</sup>1) in height, on Cape Atherídha. 25  
*Chart 1085.*

**Prohibited area.**—Navigation is prohibited within one mile of the coast from a position about 6½ miles southward, to a position about 5½ miles northward, of Cape Atherídha; this area is indicated on the chart by a pecked line. 30

**North-eastern side of gulf.**—**Coast.**—Cape Kanastraíon, page 215, is the low south-eastern extreme of the Kassándra (Paliène) peninsula, which is connected to the mainland by an isthmus, about 25 miles north-westward; a ruined rampart, with turrets, stretches across the isthmus from the Gulf of Thérmai to the Gulf of Toróni, 35  
page 224. See views facing this page.

Cape Posídhion (Kassandra), about 18 miles westward of Cape Kanastraíon is a low point projecting south-westward, and when first seen, appears like an island; from the cape, the land rises, about 3½ miles eastward, to an elevation of 1,078 feet (328<sup>m</sup>6). 40

**Caution.**—The chart of the stretch of coast described above depends upon imperfect surveys and should be used with caution

**Lights.**—A light is exhibited on Cape Kanastraíon.

A light (*Lat.* 39° 57' N., *Long.* 23° 23' E.) is exhibited, at an elevation of 75 feet (22<sup>m</sup>9), from a white stone tower and dwelling, situated 45  
about three-quarters of a mile north-eastward of the extremity of Cape Posídhion.

**Anchorage.**—Anchorage may be obtained about 1½ miles eastward of Cape Posídhion, abreast a valley, with the lighthouse bearing 281°, in a depth of 13 fathoms (23<sup>m</sup>8), find sand and shells. The depths 50  
decrease rapidly to 3 fathoms (5<sup>m</sup>5), sand and weeds, 2 cables offshore. This anchorage affords shelter from north-west, through north, to north-east.

There is anchorage, in a depth of 12 fathoms (21<sup>m</sup>9), with the light-

*Charts 2836b, 2158b, 449.*

*Chart 1085.*

house bearing  $197^{\circ}$ , distant about  $1\frac{1}{2}$  miles, but caution is necessary as the bottom is uneven and the depths decrease rapidly towards the coast.

- 5 **Coast.—Danger.**—Between Cape Posídhion and Cape Epanomí, 33 miles north-westward, the coast forms a bight, near the head of which is the isthmus, previously mentioned. The coast between the two capes is mostly bordered by a bank, with less than 5 fathoms (9<sup>m</sup>1) over it, about half a mile wide. Potídhia canal, 128 feet (39<sup>m</sup>0) wide on the surface and with a least depth of 7 feet (2<sup>m</sup>1), was, in 1937, being constructed across the isthmus.

Néa Plávia, where vessels can load ore in fine weather, is situated about 17 miles south-eastward of Cape Epanomí. It is not advisable to anchor off Néa Plávia in depths of less than 12 fathoms (21<sup>m</sup>9).

*Chart 2070.*

- Cape Epanomí is very low, projecting south-westward from a plain. A narrow rocky bank, with a depth of 2 fathoms (3<sup>m</sup>7) at its extremity, and which is steep-to on both sides, extends south-south-westward of Cape Epanomí for about 6 cables; the depths in the vicinity of Cape Epanomí decrease with northerly winds and increase with southerly winds. Vessels are recommended to give the cape a berth of at least 2 miles when passing. A white hut, with a red roof, is situated close westward of the lighthouse and, by day, is more easily identified than the lighthouse. Anchorage will be found on either side of Cape Epanomí.

**Light.**—A light is exhibited, at an elevation of 30 feet (9<sup>m</sup>1), from an iron framework structure on a white obelisk, 20 feet (6<sup>m</sup>1) in height, on Cape Epanomí. If this light is out of order, two lights, vertically disposed, are exhibited.

- 30 **Head of gulf.—Cautions.**—The head of the Gulf of Thérmai is entered between Cape Epanomí and Cape Atherídhá, page 217; at its north-eastern end it leads into the Gulf of Thessaloníki.

On the western side of the head of the Gulf of Thérmai, between Cape Atherídhá and Skála Elevtherokhoríou, about  $6\frac{1}{2}$  miles north-westward, the coast consists of beach and cliff. At the skala there is a pier, with a maximum depth of  $8\frac{1}{2}$  feet (2<sup>m</sup>6) at its outer end (*Lat.*  $40^{\circ} 27' N.$ , *Long.*  $22^{\circ} 36' E.$ ). South-eastward of the pier there are steep cliffs, about 100 feet (30<sup>m</sup>5) high, with a sandy beach and large boulders at the foot; northward of the pier the land mostly slopes gently down to a sandy beach. On the beach there are a few buildings.

Palaíon Elevtherokhórion (Leftero-khori) stands on an eminence about  $1\frac{1}{2}$  miles south-south-westward of the pier at the skala; the village of Néon Elevtherokhórion is on a hill about half a mile south-eastward of the pier.

- 45 There is good landing at Néon Elevtherokhórion and also good anchorage off it and southward of the banks extending from the mouth of the Aliákmon river. The anchorage is much frequented by Greek caiques, and affords good shelter for small craft in all weathers. The anchorage and the approach to it are shallow and only suitable for vessels of light draught. A good berth, in a depth of 3 fathoms (5<sup>m</sup>5), may be obtained by approaching with the conspicuous white house, situated 4 cables north-westward of the pier, bearing  $286^{\circ}$ , and anchoring when about  $5\frac{1}{2}$  cables off the pier. No swell appears to reach this anchorage although it may be heavy in the gulf. The currents are variable and weak.

*Charts 1085, 2836b, 2158b, 449.*

*Chart 2070.*

The principal mouth of the Aliákmon river, known by the Turks as Idze-Karasu and, by the Bulgarians, as Vistrítsa, lies about  $4\frac{1}{2}$  miles north-north-eastward of Skála Elevtherokhorlou, and from the mouth, marshy land extends for a distance of  $3\frac{1}{2}$  miles south-westward. This marshy land is fronted by shallow banks, which extend for about  $2\frac{1}{2}$  miles eastward of the skala, whence their outer edge turns north-eastward. In a position about  $2\frac{1}{2}$  miles north-eastward of the skala the banks dry in places.

Cape Vardáris, lying about 8 miles north-eastward of Skála Elevtherokhorlou, is the south-eastern extreme of a low spit, through which a former branch of the Axiós river, page 220, flows into the gulf. A shoal, with depths of less than 5 fathoms ( $9^m1$ ) over it, extends southward and eastward of Cape Vardáris for about 6 cables.

The coastline of the marshy land at the mouth of the Aliákmon river is constantly changing, and the banks between Skála Elevtherokhorlou and Cape Vardáris should be approached with caution, as the depths off them are liable to change.

On the eastern side of the head of the Gulf of Thérmai, between Cape Epanomí and Cape Toúzla (Tuzla), a low spit of sand, about 7 miles north-north-westward, there are two slight indentations fringed by a shallow coastal bank, which in places is half a mile wide. A rock, with a depth of one fathom ( $1^m8$ ) over it, lies about  $8\frac{1}{2}$  cables east-south-eastward of Cape Toúzla and 3 cables offshore; a wreck, the four masts of which were visible in 1930, lies in a depth of 8 fathoms ( $14^m6$ ), about  $1\frac{1}{2}$  cables offshore, nearly midway between this rock and Cape Toúzla.

Cape Toúzla (*Lat.*  $40^\circ 28' N.$ , *Long.*  $22^\circ 49' E.$ ), on the extremity of which there is a hut, is difficult to distinguish except when northward or southward of it; between Cape Toúzla and Cape Megálo Karaburnú (Kara), about  $1\frac{1}{2}$  miles northward, the coastal bank with depths of less than 5 fathoms ( $9^m1$ ) extends westward of Cape Toúzla for about 4 cables and westward of Cape Megálo Karaburnú for about 6 cables. The outer edge of the shoal off Cape Toúzla is covered by the *red* sector of the light on Cape Megálo Karaburnú, between the bearings of  $344^\circ$  and  $030^\circ$ .

Vespasianós shoal, with a depth of  $2\frac{1}{2}$  fathoms ( $4^m6$ ) over it, coral, lies on the outer edge of the coastal bank, previously mentioned, about  $6\frac{1}{2}$  cables south-westward of Cape Megálo Karaburnú and half a mile offshore. This shoal lies in the white sector of the light on Cape Megálo Karaburnú, between the bearings of  $030^\circ$  and  $244^\circ$ .

Vessels entering or leaving the Gulf of Thessaloníki should not round Cape Megálo Karaburnú, or approach the coast between it and Cape Toúzla, within a distance of one mile, nor stand into a depth of less than 10 fathoms ( $18^m3$ ).

Between Cape Toúzla and Cape Megálo Karaburnú there are some salt pans within the sandy coast. There is a small stone pier, with a depth of 4 feet ( $1^m2$ ) at its head, at the base of the cliffs about half a mile southward of Cape Megálo Karaburnú.

The last-mentioned cape, on which there are a fort, barracks and a lighthouse, is a cliffy bluff of tableland, from 80 to 150 feet ( $24^m4$  to  $45^m7$ ) high, rising from the low shore which terminates at Cape Toúzla. The land eastward of the lighthouse is high with a few buildings on it.

*Chart 2070.*

**Light.—Light-buoys.**—A light (*Lat. 40° 30' N., Long. 22° 50' E.*) is exhibited, at an elevation of 108 feet (32<sup>m</sup>9), from a white circular tower and dwelling, on Cape Megálo Karaburnú. See sketch on chart 5 2070.

A red can light-buoy, exhibiting a *green flashing* light, is moored about a quarter of a mile north-westward of Vespasianós shoal.

A red light-buoy, exhibiting a *red flashing* light, is moored about 6 cables south-eastward of Cape Vardáris.

*10 Charts 2070 and 1085.*

**Prohibited area.**—Navigation is prohibited in an area on the north-eastern side of the Gulf of Thérmai, extending to the southern side of the Gulf of Thessaloníki, for a distance of one mile offshore; from a position about 7 miles south-eastward of Cape Epanomí, to 15 a position about 3 miles eastward of Cape Megálo Karaburnú; this area is indicated on the chart by a pecked line.

**Caution.**—Navigation is controlled in the Gulf of Thérmai and the Gulf of Thessaloníki northward of an imaginary line joining the southern ends of the areas in which navigation is prohibited on each 20 side of the Gulf of Thérmai. See page 21.

*Chart 2070.*

**Gulf of Thessaloníki.—General description.**—This gulf is entered between Cape Megálo Karaburnú and Cape Vardáris, page 219. On its south-eastern side, there is a bay between Cape Megálo 25 Karaburnú and Cape Mikró Karaburnú (Mikra point), about 7 miles north-eastward. The north-western side of the gulf is formed by the base of the delta of the Axiós (Vardar) river, the mouths of which extend from a point about 3½ miles west-north-westward of Cape Vardáris to a point about 10 miles north-eastward of that cape. 30 Constant changes are taking place all along the north-western shore of the Gulf of Thessaloníki, and new mud flats are frequently formed by the rivers, especially in the mouths of the Axiós river, where considerable alteration has taken place in recent years.

At the north-eastern end of the gulf is Thessaloníki bay, which is 35 entered between Cape Mikró Karaburnú and a point about 2½ miles westward.

On the north-western side of the Gulf of Thessaloníki, from Cape Vardáris northward, the coast is low and marshy, and is intersected by numerous inlets and the outlets of several streams; one of these 40 forms an extensive fishery, about 1½ miles northward of Cape Vardáris. At times the muddy water from the Axiós river and the other streams reach nearly over to Cape Megálo Karaburnú; these features, and the almost constant mirage over this low irregular shore, have led to many accidents.

45 Nazíki bank, with depths of less than 5 fathoms (9<sup>m</sup>1) over it, extends for a distance of about 1½ miles offshore, from a point about 4½ miles north-eastward of Cape Vardáris.

The bay on the south-eastern side of the gulf is fringed by a narrow shallow coastal bank; a rock, with a depth of less than 6 feet (1<sup>m</sup>8) 50 over it, lies near the edge of this bank, about 1½ miles eastward of Cape Megálo Karaburnú and 1½ cables offshore.

Cape Mikró Karaburnú is 85 feet (25<sup>m</sup>9) high and cliffy; in addition to the lighthouse, there are some conspicuous buildings and a battery on it. The cape should not be approached too closely as depths

*Chart 2070.*

of less than 6 fathoms (11<sup>m</sup>0) extend off it for a distance of about 6 cables. The Agricultural College, a ruined building, conspicuous from southward and westward, lies about 2½ miles south-eastward of Cape Mikró Karaburnú and a short distance inland.

**Current.**—There is, at times, a strong current from the Axiós river, which sweeps across the bay southward of Cape Mikró Karaburnú, curves south-westward, and finally southward past Cape Megálo Karaburnú; this current sometimes attains a rate of 2½ knots, depending on the volume of water coming down the river.

**Light.**—**Light-buoy.**—A light (*Lat.* 40° 35' N., *Long.* 22° 57' E.) is exhibited, at an elevation of 56 feet (17<sup>m</sup>1), from an iron framework structure on a concrete base, 16 feet (4<sup>m</sup>9) in height, on the western extreme of Cape Mikró Karaburnú.

A red light-buoy, exhibiting a *white flashing* light, marks the south-eastern edge of Nazíki bank.

*Chart 2070, plan of Saloniki anchorage.*

**Thessaloníki bay.**—**Caution.**—The entrance to this bay is described on page 220. Considerable shoaling has taken place off the mouths of the Axiós river on the western side of the entrance to Thessaloníki bay, and depths of 4 fathoms (7<sup>m</sup>3) were reported, in 1929, to extend for a distance of more than half a mile offshore in their vicinity. Towards the end of 1932, these banks were reported to have extended further offshore, and vessels should therefore keep towards the eastern side of the bay. About 1½ miles northward of the western entrance point, a bank, with a depth of 2 fathoms (3<sup>m</sup>7) at its outer edge, projects offshore for about a mile.

On the eastern side of Thessaloníki bay, the coast is low between Cape Mikró Karaburnú and the town of Thessaloníki, about 3 miles north-north-eastward. Kalamariá, the residential suburb of Thessaloníki, is situated a short distance southward of the town.

Kara Tepe, a conspicuous conical mountain, 2,416 feet (736<sup>m</sup>4) high, stands about 7½ miles east-south-eastward of Cape Mikró Karaburnú.

A large square mill and a chimney stand close to the coast about a mile north-eastward of Cape Mikró Karaburnú; these buildings are very conspicuous, even on a clear night. Between the cape and the mill, the coast is fringed by a rocky bank, with depths of less than one fathom (1<sup>m</sup>8) over it, about 1½ cables wide in places. About three-quarters of a mile northward of the mill there are some brickworks with two conspicuous chimneys; a loading pier extends offshore close westward of the brickworks. Levkós Pírgos (White tower), a circular building, 118 feet (36<sup>m</sup>0) high, which is conspicuous, is situated about a mile northward of the brickworks and near the South Bastion at the southern end of the town.

*Chart 2070, plans of Saloniki anchorage and Saloniki harbour.*

Thessaloníki harbour is situated about three-quarters of a mile north-westward of Levkós Pírgos. The harbour is protected by a breakwater, in the middle of which there is an obelisk, and by East mole and West mole, which extend from the coast north-eastward of the breakwater. An oil pier extends in a south-south-westerly direction from a point on the coast about 6 cables north-westward of the north-western end of the breakwater.

Besides the conspicuous marks, mentioned above, others are: the



*Chart 2070, plans of Saloniki anchorage and Saloniki harbour.*

slaughter house on the northern shore of the bay, about 3 cables west-north-westward of the oil pier; Yedí-Kulé citadel, above the town at its north-eastern end; the Tumulus north-westward of the town; and the Crown Prince's house in Kalamariá.

**Dangers.—Light-buoy.**—The Ridge, consisting of three shoals, with depths of from  $3\frac{1}{2}$  to 5 fathoms ( $6^m9$  to  $9^m1$ ) over them, lies about half a mile south-westward of the breakwater of Thessaloníki harbour, and extends from about half a mile to  $1\frac{1}{2}$  miles south-south-eastward of the slaughter house.

In 1921, there was a wreck situated on the western side of The Ridge, about 2 cables northward of its southern end; this wreck is marked by a green light-buoy exhibiting a *red flashing* light.

A shoal, with a depth of 28 feet ( $8^m5$ ) over it, lies about  $8\frac{1}{2}$  cables westward of the north-western end of the breakwater.

A shoal, over which there is a depth of  $3\frac{1}{2}$  fathoms ( $5^m9$ ), lies about 2 cables south-westward of the north-western end of the breakwater; in 1915, there was a wreck, with a depth of 5 feet ( $1^m5$ ) over it, on this shoal.

**Prohibited passage.**—Passage is prohibited between the north-western part of the breakwater and a position about  $3\frac{1}{2}$  cables westward.

**Mooring buoys.**—There are mooring buoys off the outer end of the oil pier for the use of vessels securing alongside it.

There are some mooring buoys midway between the breakwater and the oil pier, a short distance offshore.

**Lights.—Light-buoy.—Fog signals.**—Two lights, disposed vertically, are exhibited, at an elevation of 24 feet ( $7^m3$ ), from a beacon at the boat pier, situated half a cable southward of Levkós Pírgos (*Lat.  $40^\circ 37' N.$ , Long.  $22^\circ 58' E.$* ); these mark the inner end of a pipe-line.

A light-buoy, exhibiting a *green flashing* light every three seconds, moored  $3\frac{1}{2}$  cables south-westward of the above-mentioned light-beacon, marks the outer end of the pipe-line.

Two lights, disposed vertically, are exhibited, at an elevation of 24 feet ( $7^m3$ ), from an iron column and hut, 19 feet ( $5^m8$ ) in height, situated at each end of the breakwater.

A fog signal is sounded from the south-eastern corner of the East mole and also from the south-eastern end of the breakwater.

**Pilotage.**—Pilotage is compulsory for all foreign merchant vessels, also for foreign men-of-war other than light craft.

Pilots board vessels about one mile south-south-westward of Levkós Pírgos. By day the pilot-vessel displays flag S of the International Code of Signals and at night exhibits a *white* light.

**Anchorage.—Prohibited anchorage.**—Anchorage may be obtained anywhere off the town clear of The Ridge, in depths of from 7 to 9 fathoms ( $12^m8$  to  $16^m5$ ), with good holding ground, but exposed to south-westerly winds. With these winds a sea soon gets up, and landing is then attended with difficulty, except inside the harbour.

Anchorage is prohibited in an area westward of an imaginary line drawn in a  $180^\circ$  direction from a point on the northern side of Thessaloníki bay, one cable west-north-westward of the slaughter house; the eastern limit of this area is indicated by a pecked line on the chart.

**Thessaloníki harbour.—Quays and berths.**—The harbour is

*Chart 2070, plans of Saloniki anchorage and Saloniki harbour.* formed by a quay, with a mole at each end, and by the breakwater, previously mentioned, which lies parallel with the main quay.

The depths, in 1929, alongside the main quay were from 17 to 21 feet (5<sup>m</sup>2 to 6<sup>m</sup>4); alongside the East mole, 17 feet (5<sup>m</sup>2), and alongside the West mole, 14 feet (4<sup>m</sup>3). At a distance of 26 feet (7<sup>m</sup>9) out from these berths, the depths are from about 7 to 9 feet (2<sup>m</sup>1 to 2<sup>m</sup>7) greater than those alongside.

The East mole is used by coasting vessels, the West mole is in the free zone allotted to Yugoslavia and the main quay is in the Greek free zone. Cargo vessels, except colliers, are moored with their sterns to the main quay with an anchor ahead, and discharge into lighters; foreign passenger vessels and colliers are moored in a similar way with their sterns to the breakwater, where mooring rings are established for this purpose. The main quay and the moles are connected to the general railway system.

There is a travelling crane of 15 tons capacity on the outer end of the East mole (*Lat.* 40° 38' N., *Long.* 22° 57' E.), and two of 5 tons and five of 2 tons capacity in other parts of the harbour.

Mooring and discharging operations may be temporarily impeded during the winter months in strong northerly winds.

Alongside the quay fronting the town, south-eastward of the harbour, the depths are from 1½ to 4½ fathoms (3<sup>m</sup>2 to 8<sup>m</sup>2); this quay is used by sailing vessels.

The railway pier is situated close north-westward of the harbour, and, further north-westward, in addition to the oil pier, there are a number of smaller piers. There is a depth of 26 feet (7<sup>m</sup>9) at the head of the oil pier.

**Traffic signals.**—A green flag is hoisted and, by night, a *white* light is exhibited, at the harbour-master's office at the south-eastern corner of the outer end of the East mole, when entry to the harbour is permitted; a red flag and, by night, a *red* light, when it is prohibited.

**Thessaloniki.**—Thessaloniki (Saloniki) stands on the slope of a steep hill, having high walls on the land sides and enclosing the citadel above, which has seven towers. The walls are whitewashed and make the town conspicuous from seaward. The town, in which there are numerous domes, is surrounded by plantations of cypress and other evergreens and shrubs. The customs house is at the north-western end of the quay. There are several hospitals in the town.

The town, in common with the whole of the south-west Balkan peninsula, is subject to malaria, and the whole of the country at the head of the Gulf of Thérmai is unhealthy.

**Supplies.**—A small quantity of coal is usually kept in stock. Coaling is performed from lighters, by bags, at the rate of from 10 to 15 tons per hour.

Vegetables and bread are plentiful.

There are three water boats with a total capacity of 150 tons; water is also laid on to the quays.

**Quarantine.**—The regulations are administered by officials of the Quarantine and Harbour Master's departments and are as follows:—

All vessels, when arriving off the port, shall display at the foremast, flag Q of the International Code of Signals, and, if not subject to exceptional quarantine measures, may enter the harbour. The master

*Chart 2070, plans of Saloniki anchorage and Saloniki harbour.*

of the vessel will then land with the bill of health, when pratique will be granted and the quarantine flag hauled down.

Should it, however, be necessary for a medical examination of the 5 passengers, the master will not land and the vessel will be visited by a quarantine officer, and if found subject to quarantine no one will be allowed to land and the vessel will proceed to the quarantine station.

The officials of the quarantine department must be provided with 10 a certified copy of the manifest before a vessel is permitted to discharge cargo.

The medical examination is only held between sunrise and sunset except in winter, when the time is extended to 1900.

**Shipping.**—During 1938, 1,223 vessels of a total tonnage of 15 1,422,579 entered the port of Thessaloníki; of these, 103 vessels, of a total tonnage of 135,379, were British.

**Port facilities.**—There are one salvage vessel, one sea-going tug, and several smaller tugs at Thessaloníki and a number of lighters.

**Trade.**—The principal imports are wheat, flour, sugar, leather, 20 apparel, coal, oils, iron and steel goods.

The principal exports are raw hides, beans, maize, tobacco, cocoons, etc.

**Population.**—The population of Thessaloníki, in 1928, was 236,524.

25 **Communications.**—There is regular steamer communication with the Piraiévs, Vólós and other principal Mediterranean ports, and also with England and America.

Thessaloníki is connected to the general railway, telegraph, and telephone systems of the world.

30 **Consular officers.**—British Consular Officers reside at Thessaloníki. **Meteorological table.**—See Appendix III, page 426.

*Chart 2836b.*

**KHALKIDHIKÍ PENINSULA.**—**General description.**—The neck of the Khalkidhikí peninsula lies between the head of the Gulf 35 of Thessaloníki and the head of the Gulf of Strimón, about 34 miles eastward; the peninsula projects south-eastward into the Aegean sea, terminating in the three remarkable peninsulas of Kassándra, page 217, Sithonía, and Aktí; each of these projects about 25 miles south-eastward from the main peninsula, nearly parallel to each other, 40 and they embrace the Gulf of Toróni (Kassandra) and the Singitic (Monte Santo) gulf.

Of the above-mentioned peninsulas, Kassándra, the south-westernmost, is the most fertile, the two others being rugged and covered with forest.

45 *Charts 1085 and 1086.*

**Gulf of Toróni.**—**General description.**—This gulf, called by the Greeks Toronaíos Kólpos, is entered between Cape Kanastrafon, page 215, and Cape Ámbelos (Ampelo), about 8 miles eastward. Kassándra peninsula forms the south-western side of the gulf; Sithonía peninsula, 50 which forms the north-eastern side of the Gulf of Toróni and separates that gulf from the Singitic gulf, is mountainous, the most elevated part, near the centre, being 2,596 feet (791<sup>m</sup>3) high; it terminates in a point, on which stands Kápros (*Lat. 39° 56' N., Long. 23° 57' E.*),

*Charts 426, 2836b, 2158b, 449.*

*Charts 1085 and 1086.*

a conical hill, 889 feet (271<sup>m</sup>0) high, situated about three-quarters of a mile east-north-eastward of Cape Ámbelos.

Anchorage may be obtained at the head of the Gulf of Toróni ; elsewhere the depths are generally too great.

**Light.**—A light is exhibited, at an elevation of 147 feet (44<sup>m</sup>8), from a white iron obelisk on a concrete base, 20 feet (6<sup>m</sup>1) in height, on Cape Dhéris (Derris), situated about 2 miles eastward of Cape Ámbelos.

**Current.**—In October, 1892, between Thessaloníki and Thásos, page 239, a westerly set with a rate of half a knot was experienced southward of the entrances to the Gulf of Toróni and the Singitic gulf. When 1½ miles off Cape Ákrathos, the south-eastern extreme of Aktí peninsula, a south-westerly current, with a rate of 1½ knots was observed.

In November, 1916, southward of Capes Kanastraíon and Ámbelos, a current setting north-westward at the rate of more than one knot was experienced, with a light breeze from east-south-east.

**Caution.**—With the exception of the island of Límnos, the surveys on which chart 1086 is based, are imperfect.

**Western and eastern sides of the Gulf of Toróni.**—On the south-western side of the Gulf of Toróni, Cape Nikólaos lies about a mile northward of Cape Kanastraíon. Kannavítsa bay is entered between a point about 3 miles north-westward of Cape Nikólaos and a point, about half a mile further north-north-westward ; the shore of this bay is fringed by a bank, with depths of less than 6 fathoms (11<sup>m</sup>0) over it, which is 1½ cables wide in the southern part and about three-quarters of a cable wide in the northern part. The land at the head of the bay is cultivated. The village of Palioúri is situated on the southern side of the bay.

Cape Áyios Pávlos is situated about 20 miles north-westward of Cape Nikólaos, and Áyios Pávlos farm, close to which there is a conspicuous tower, lies about three-quarters of a mile south-eastward of the cape.

The village of Potídhaia, where there is a canal under construction, see page 218, is situated about 4½ miles north-westward of Cape Áyios Pávlos.

The coast on the north-eastern side of the Gulf of Toróni, has some above-water and sunken rocks close off it in places. The entrance of Koufó (Kupho) bay, page 226, close westward of which lies Peristéri (Praso), an islet, is situated about 1½ miles north-westward of Cape Ámbelos.

Between Cape Papadhiá (Papavea), situated about 4 miles north-westward of Peristéri, and Cape Nikólaos, mentioned above, the Gulf of Tóróni narrows to a width of about 5½ miles.

Tripótamon beach is situated about 4½ miles north-north-westward of Cape Papadhiá.

Kélfos (Kélphos), an islet, lies about 5 miles north-westward of Cape Papadhiá and is separated from the north-eastern side of the gulf by a passage 2½ miles wide in which the depths are considerable.

Cape Kástro (*Lat.* 40° 11' N., *Long.* 23° 42' E.), close to which is an islet surrounded by rocks, is situated about 12½ miles north-westward of Cape Papadhiá.

**Danger.**—**Caution.**—A shoal, over which there is a depth of less than 6 feet (1<sup>m</sup>8), was reported, in 1915, to lie about 1½ miles south-

*Charts 1085 and 1086.*

south-westward of Cape Kástro. Depths, considerably less than those indicated on the chart were reported, in 1916, to exist between this shoal and the cape

- 5 No close examination has been made of this area, and mariners are warned to exercise great caution when navigating in the vicinity.

**Light.**—A light is exhibited, at an elevation of 19 feet (5<sup>m</sup>8), from an iron beacon, 20 feet (6<sup>m</sup>1) in height, situated on the coast at Néos Marmarás, about half a mile northward of Tripótamon beach.

*10 Chart 1679, plan of Port Koupho.*

- Koufó bay.**—This bay is entered between Cape Pagóna, situated about 1½ miles northward of Cape Ámbelos, and Cape Dhrestínaga (Drestinaka), about 3½ cables westward; the land on either side of the entrance is high and bold. Cape Dhrestínaga is the eastern  
15 extreme of a promontory; Peristéri, an islet previously mentioned, lies about a cable off the western side of this promontory, the passage between being foul.

Peristéri is surrounded by rocks, both above-water and sunken.

- Kórakas roadstead lies close northward of the western entrance  
20 point of Koufó bay. Foul ground extends for a quarter of a cable off Cape Spiliá, situated half a mile east-north-eastward of Cape Dhrestínaga; foul ground also extends for about three-quarters of a cable off a point, on the eastern side of Koufó bay, situated about 3 cables eastward of Cape Spiliá. With these exceptions, the bay is  
25 clear of danger and its northern part is land-locked.

Goúra (Guras) bay lies at the head of Koufó bay.

- The high cone of Mount Áthos, near the southern extreme of Aktí peninsula (chart 1086), bearing 057°, seen over the lower land of the southern end of the Sithonía peninsula, leads to the entrance of  
30 Koufó bay, *see* view on chart 1679. Should Mount Áthos be obscured by clouds, there is the ruin of a one-storied whitewashed house standing on the eastern side of the bay, which is seen as a white square spot for a considerable distance. This house, bearing 063°, also leads to the entrance of Koufó bay.

- 35 Koufó bay is much used by local small craft as a shelter from all winds. The holding ground is moderately good on the whole, the bottom consisting of sand and weed, with occasional patches of mud.

**Lights.**—A light is exhibited, at an elevation of 62 feet (18<sup>m</sup>9), from an iron column and hut with a masonry base, 20 feet (6<sup>m</sup>1) in  
40 height, on Cape Pagóna.

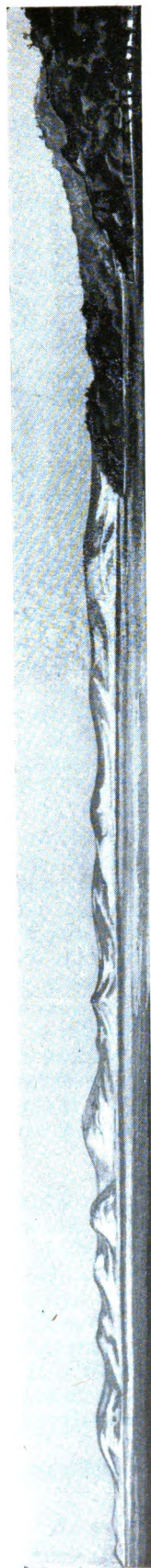
A light is exhibited, at an elevation of 56 feet (17<sup>m</sup>1), from an iron column and hut with a masonry base, 20 feet (6<sup>m</sup>1) in height, on Cape Spiliá.

*Chart 1085.*

- 45 **Head of the Gulf of Toróni.**—Skála Yerakinís (Gerakini) is situated on the north-eastern side of the head of the Gulf of Toróni, about 8 miles northward of Cape Áyios Pávlos (*Lat.* 40° 08' N., *Long.* 23° 26' E.). The land in its vicinity is flat and partially cultivated, and there is a factory on the coast nearby. The village of Yerakiní  
50 lies half a mile northward of the skala.

A pier extends southward from the beach, with a depth of 8 feet (2<sup>m</sup>4) at its head. It is reported that the sea is never too rough for caiques to lie at anchor off the skala, and is seldom too bad for them to load alongside the pier, the worst months being January, February and





*Cape Ambelos,  
bearing 271°,  
21 miles.*

*Mt. Karvuna,  
bearing 296°.*

*Cape Kastania.*

Entrance to the Singitic gulf.  
(Original dated 1833.)

*Chart 1085.*

March. This is probably due to the shelter afforded by a large patch of foul ground, consisting of rock, weed and sand, about  $2\frac{1}{2}$  cables in extent in a north-westerly and south-easterly direction, and over which there is a depth of  $1\frac{1}{2}$  fathoms ( $2^m3$ ) near the centre, situated  $2\frac{1}{2}$  cables south-south-eastward of the pierhead. 5

There is a smaller pier 2 cables eastward of the main pier, with a depth of 4 feet ( $1^m2$ ) at its head. About a mile westward of the skala and opposite a conspicuous white house, near the shore, are the remains of an ancient stone pier which is now submerged and extends about 10 a cable offshore, into a depth of  $3\frac{1}{2}$  fathoms ( $6^m4$ ); there is a depth of 5 feet ( $1^m5$ ) over the head of this pier, and over the centre, about 3 feet ( $0^m9$ ).

The shore is foul and the depths decrease from 12 to 3 fathoms ( $21^m9$  to  $5^m5$ ) in a distance of 2 cables when approaching the skala. 15 The beach is soft sand and has a fairly steep slope.

**Light.**—A light is exhibited, at an elevation of 19 feet ( $5^m8$ ), from an iron beacon at Skála Yerakinís.

**Anchorage.**—**Mooring buoy.**—Vessels should on no account anchor eastward of the main pier on account of the foul ground mentioned above. Westward of the pier there do not appear to be any dangers, but the coast is foul, as previously mentioned, and caution should be exercised in approaching it. About  $3\frac{1}{2}$  cables south-south-westward of the larger pier, there is a depth of 12 fathoms ( $21^m9$ ), mud. 25

There is a mooring buoy in the harbour; the depth in which it is laid is not stated, but close southward of the buoy there is a depth of 29 feet ( $8^m8$ ).

*Chart 1086.*

**Singitic gulf.**—**General description.**—The Singitic (Monte Santo) gulf, called by the Greeks Singitikós Kólpos, is very similar to the Gulf of Toróni, but its entrance is wider. It is bounded on its south-western side by the north-eastern coast of Sithonía peninsula and on its north-eastern side by the south-western coast of Aktí peninsula. The depths in the gulf are considerable, and there are no dangers at a greater distance than half a mile offshore. See view facing this page. 30

**South-western side of the Singitic gulf.**—Cape Psevdhó (Pseudo), which is foul, is the south-western entrance point of the Singitic gulf and is situated about  $1\frac{1}{2}$  miles north-eastward of Cape Dhéris, page 225 (*Lat.*  $39^\circ 56' N.$ , *Long.*  $23^\circ 57' E.$ ). 40

*Chart 1679, plan of Port Sikia.*

Cape Ádholo (Adolo), the southern entrance point of Sikiá bay, is situated about 5 miles northward of Cape Psevdhó. Sképes reefs, with depths of less than 6 feet ( $1^m8$ ) over them, extend offshore for about a quarter of a mile from a point situated about half a mile south-eastward of Cape Ádholo; and thence for about three-quarters of a mile southward, parallel with the coast. There are several above-water rocks on the inner part of these reefs. Between the tongue and the coast westward, there is a passage leading to a small cove; in the fairway of this passage there are depths of from 7 to 10 fathoms ( $12^m8$  to  $18^m3$ ). Sképes reefs should be given a wide berth. 45 50

**Sikiá bay.**—**Danger.**—This bay, the bottom of which consists of mud, is entered between Cape Ádholo and Cape Sikiá, about a mile north-north-westward. Cape Sikiá is foul, and Ápastro, an islet,



*Chart 1679, plan of Port Sikia.*

lies close south-westward of it; rocks, both above-water and sunken, extend for a cable south-eastward of Ápastro. Sikiá reef, a rocky patch with a depth of  $1\frac{1}{2}$  fathoms ( $2^m7$ ) over it, lies about 4 cables south-eastward of Cape Sikiá, and about  $2\frac{1}{2}$  cables eastward of the rocks off Ápastro. The passage into the bay, between Sikiá reef and Cape Ádholo, is clear of dangers and is about 6 cables wide.

In 1918, there was a flagstaff on the point lying 7 cables westward of Cape Ádholo, and, on the north-western side of the bay, a conspicuous white house stood about half a mile westward of Cape Sikiá. There is a beach at the head of the bay with, in 1918, two conspicuous windmills on it; the southern windmill, bearing  $262^\circ$ , leads into the bay. The village of Sikiá is situated about  $1\frac{1}{2}$  miles westward.

**Light.**—A light is exhibited, at an elevation of 36 feet ( $11^m0$ ), from an iron column and hut, 19 feet ( $5^m8$ ) in height, on Cape Ádholo (Lat.  $40^\circ 02' N.$ , Long.  $24^\circ 01' E.$ ).

*Chart 1086.*

**Coast.—Dangers.**—Between Cape Sikiá and Cape Rigás (Rikha point), about 3 miles northward, there is a bight. In 1925, a rock, with less than 6 feet ( $1^m8$ ) over it, was reported to lie in this bight about 2 miles north-westward of Cape Sikiá, and half a mile offshore.

A reef extends for a short distance eastward of Cape Rigás. Cape Ífalos (Shoal point) lies about 2 miles north-westward of Cape Rigás; a bank, about 2 cables wide, extends from the coast in the vicinity of Cape Ífalos. Cape Armenistís (Trako head), close off which there is a reef, lies about 3 miles north-westward of Cape Ífalos. These dangers should be given a wide berth.

*Chart 1679, plan of Port Dimitri.*

**Dhiáporos group of islands.**—Dhiáporos (Dimitri), the largest of a group of islands, is wooded and lies in the entrance to a bight between Cape Xifáras, situated about  $5\frac{1}{2}$  miles west-north-westward of Cape Armenistís, and Cape Mégas Tokhos, about 3 miles further north-westward. Between Dhiáporos and the coast of this bight, there are two bays, that of Mesopanayíá being the south-eastern and Dhímítri the north-western.

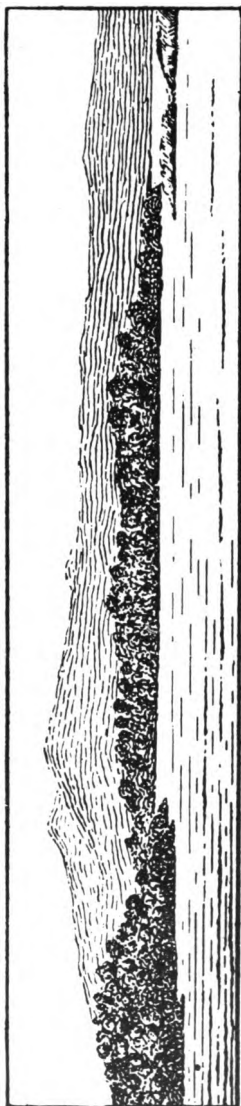
**Mesopanayíá bay.—Dangers.**—The south-eastern entrance to this bay lies between Cape Xifáras and Cape Pláka, the south-eastern extreme of Dhiáporos, about  $3\frac{1}{2}$  cables north-westward. A shallow bank extends northward of Cape Xifáras for about a quarter of a mile; Pétros, an islet, lies on the north-eastern side of this bank, about 2 cables north-eastward of Cape Xifáras, with a rock, awash, lying on the edge of the bank about a cable further north-eastward. Pétros is the south-easternmost of the Kálamos group of islets which extend west-north-westward of it for about 2 cables; one islet of this group lies near the northern edge of the above-mentioned bank.

A shallow bank extends eastward of Cape Pláka for about  $1\frac{1}{2}$  cables; near the outer end of this bank there is an above-water rock.

The passage into Mesopanayíá bay, which lies between the last-mentioned above-water rock and the Kálamos islets, is very narrow between the banks extending from either side, and there are depths of only  $4\frac{1}{2}$  fathoms ( $7^m8$ ) a short distance within, but the depths increase gradually to about 9 fathoms ( $16^m5$ ) in the centre of the bay.

A shoal, with a depth of  $2\frac{1}{2}$  fathoms ( $4^m6$ ) over it, lies about 6 cables





*Ambellisi.*

*Perisidri,  
Eastern extreme,  
bearing 178°, 3 cables.*

Northern entrance of Dhimitri bay from northward.

*(Original dated 1932.)*

*Chart 1679, plan of Port Dimitri.*

westward of Cape Xifáras and 2 cables off the coast of Dhiáporos northward. The southern side of Mesopanayíá bay is fringed by a shallow bank about 2 cables wide. At its north-western end, about  $1\frac{1}{2}$  miles west-north-westward of Cape Xifáras, Mesopanayíá bay leads into Dhimítri bay through a narrow passage, about half a cable wide, between a bank, which dries in places, extending for 3 cables from the south-western side, and a narrow rocky bank on the north-eastern side; the depth in the fairway of this passage is 6 fathoms ( $11^m0$ ), but there is a patch, with  $2\frac{1}{2}$  fathoms ( $5^m0$ ) over it, lying in the approach to it, about  $1\frac{1}{2}$  miles west-north-westward of Cape Xifáras (*Lat.*  $40^\circ 11' N.$ , *Long.*  $23^\circ 49' E.$ ) and a cable off the coast of Dhiáporos northward. 5 10

**Anchorage.**—There is anchorage on the northern side of Mesopanayíá bay about three-quarters of a mile westward of Cape Pláka and  $1\frac{1}{2}$  cables offshore, in a depth of about 6 fathoms ( $11^m0$ ). 15

**Dhiáporos.—Eastern side.**—Práso, an islet, lies about 6 cables northward of Cape Pláka, with reefs between them, and a shoal, with a depth of  $2\frac{1}{2}$  fathoms ( $4^m6$ ) over it, lies about  $1\frac{1}{2}$  cables northward of Práso. 20

Áyios Isídhoros, an islet, lies about half a mile north-north-westward of Práso and a cable off the north-eastern coast of Dhiáporos to which it is connected by a shallow bank.

The entrance to Kriftós roadstead lies between Cape Korakiés, the northern extreme of Dhiáporos, and the north-eastern extreme of Ambelítsi, a wooded islet, lying close off the northern end of Dhiáporos, about 2 cables north-westward. A shoal, with a depth of  $1\frac{1}{2}$  fathoms ( $2^m3$ ) over it, extends for a short distance northward of Cape Korakiés. A rock, awash, lies on the western side of Kriftós roadstead, close off the southern extreme of Ambelítsi. 25 30

**Dhimítri bay.—Dangers.**—The northern entrance of this bay lies between the north-western extreme of Ambelítsi and Cape Mégas Toíkhos, page 228. Peristéri, an islet, lies nearly midway between the entrance points,  $2\frac{1}{2}$  cables south-eastward of Cape Mégas Toíkhos, and near the northern end of a shallow bank which extends for about half a mile north-north-eastward from a point on the coast situated about 6 cables southward of that cape. An above-water rock lies close eastward of Peristéri, and a shallow bank, on which are some above-water rocks, extends eastward and south-eastward from the southern extreme of the islet for about  $1\frac{1}{2}$  cables. The passage into the bay, in which the depths are considerable, lies between Peristéri and Ambelítsi, and, a short distance within, is less than a cable wide in its narrowest part between the bank extending south-eastward from the southern extreme of Peristéri and the narrow, shallow bank which fringes Cape Zavós, the north-western extreme of Dhiáporos, situated about 2 cables south-eastward of that extreme. See view facing this page. 35 40 45

On the western side of the bay, there are several dangers. Mikrós Kóstas reef, lies close off the western shore, about  $4\frac{1}{2}$  cables south-westward of Cape Zavós; Tranós Kóstas reef, lies about  $5\frac{1}{2}$  cables south-south-westward of Cape Zavós, and  $1\frac{1}{2}$  cables off the western shore; and a shoal, with a depth of  $1\frac{1}{2}$  fathoms ( $2^m3$ ) over it, extends north-eastward for about a cable from a point situated on the mainland about a mile southward of the same cape. 50

*Chart 1679, plan of Port Dimitri.*

There is anchorage for small vessels, with local knowledge, in Koumaróddhes roadstead, situated on the western side of Dhiáporos, about three-quarters of a mile southward of Cape Zavós (*Lat.* 40° 13' N., 5 *Long.* 23° 47' E.).

**Dhimitráki bay.**—This bay is entered between Cape Mégas Tolkhos and Cape Rítsos, about half a mile north-westward. Kalógría, an islet, connected to the coast westward by a shallow bank, lies on the western side of the entrance, about 2 cables south-eastward of 10 Cape Rítsos. The shores of Dhimitráki (Dimitraki) bay are fringed by a bank, with depths of less than 5 fathoms (9<sup>m</sup>1) over it, and on which are a few rocks, both above-water and sunken; this bank is as much as a cable wide on the southern side of the bay.

*Chart 1086.*

15 **Áyios Nikólaos bay.**—This bay is entered between a point, situated about 3 cables west-north-westward of Cape Rítsos, and a point about half a mile south-westward. A shallow bank extends from the coast westward of the entrance, and a spit, with a depth of 3 fathoms (5<sup>m</sup>5) at its outer end, extends northward from the western 20 entrance point for about 3 cables; another spit, with a depth of 4½ fathoms (7<sup>m</sup>8) at its extremity, which lies about 1½ cables north-eastward of the western entrance point, extends in an easterly direction from the above-mentioned coastal bank. A narrow, shallow bank, which is steep-to, fringes the sides of the bay and, at its head, there 25 are two small bays, the western of which is shallow; a chapel stands on the western side of the latter bay.

**North-eastern side of the Singitic gulf.**—Aktí peninsula is rugged and intersected by numerous ravines. From the Isthmus of Xérxis, where this peninsula joins that of Khalkidhiki, the land rises 30 abruptly to about 300 feet (91<sup>m</sup>4), and for about 12 miles south-eastward it is nearly level, about 600 feet (182<sup>m</sup>9) high, and for the most part thickly wooded. It then becomes mountainous, rising to elevations of 1,708 and 2,195 feet (520<sup>m</sup>6 and 669<sup>m</sup>0); Kariaí (Karies), the principal town of the peninsula, is situated on the northern slope 35 of the latter elevation, about 8 miles north-westward of the south-eastern end of the peninsula. South-eastward of the last-mentioned elevation, the peninsula is rugged and broken, with dark forests, which extend to the foot of Mount Áthos, an isolated cone of white limestone, which rises to an elevation of 6,352 feet (1,936<sup>m</sup>1). *See* views of Mount 40 Áthos facing pages 217 and 232.

A number of monasteries and chapels are scattered over Aktí peninsula. These monasteries all appear to have good landing places in their vicinity, and they are visited periodically by pilgrims.

45 **Áyios Pandeleftmon (Russiko) monastery** is situated on the north-eastern side of the Singitic gulf about 8 miles north-westward of Cape Pinnes Pórtēs (Kapsō), the south-western extreme of Aktí peninsula. The monastery is surrounded by buildings and has the appearance of a town.

Anchorage may be obtained in a small bay below Áyios Pandeleftmon 50 monastery, in a depth of 20 fathoms (36<sup>m</sup>6), about three-quarters of a cable off the northern shore. In order to anchor in this depth, a vessel should bring in line the northern end of the monastery (on the eastern side of the bay), the house with an attic on the hill above it, and a conical hill rather more elevated above the monastery than the others.

*Charts 2836b, 2158b, 449.*

*Chart 1086.*

On this line a vessel should proceed slowly, and as soon as the abrupt headland nearest the monastery pier begins to cover the house standing behind it, the anchor should be let go. The conical hill is always easily distinguished. This bay is reported to be snug enough except in southerly winds; several small craft are usually at anchor in it. 5

**Quarantine.**—The quarantine station of Dháfni (Daphni) is situated about  $1\frac{1}{2}$  miles south-eastward of Áyios Pandeímon monastery and half a mile northward of Cape Kastaniá, which lies about 6 miles north-westward of Cape Pínnes Pórtēs. Vessels with pilgrims 10 to the various monasteries report here.

Dháfni is connected to the general telegraph system.

There are some mooring buoys in the bay off Dháfni, the outer one being suitable for vessels up to 4,000 tons.

**Lights.**—A light (Lat.  $40^{\circ} 07' N.$ , Long.  $24^{\circ} 18' E.$ ) is exhibited, 15 at an elevation of 88 feet ( $26^m8$ ) on Cape Pínne Pórtēs.

A light is exhibited, at an elevation of 52 feet ( $15^m8$ ), from an iron column and hut, 20 feet ( $6^m1$ ) in height, from a point on the coast about half a mile northward of Dháfni. The hut is very difficult to see. *Chart 1647, plan of Ierissos and Trygona bays.* 20

**Próvlax bay.**—**Dangers.**—Próvlax (Trygona) bay is situated at the north-eastern end of the Singitic gulf and lies between Cape Pírgos off which there is a small pier and on which there is a conspicuous white square tower, 80 feet ( $24^m4$ ) high, situated about 13 miles north-westward of Cape Kastaniá, and Spratt point, a sandy projection, about 25  $4\frac{1}{2}$  miles further north-westward. A bank, with depths of less than 3 fathoms ( $5^m5$ ) over it, extends westward of Cape Pírgos for 4 cables and south-westward for 3 cables. The Isthmus of Xérxis, page 230, is situated on the northern side of the bay and Ammouliani (Ammouliani) an island, fronts the bay, with its western extreme about  $1\frac{1}{2}$  miles 30 south-south-westward of Spratt point.

The south-eastern end of Ammouliani is connected to Aktí peninsula by a bank with depths of 5 fathoms ( $9^m1$ ) and less over it; the Dhrénia islets, with some above-water and sunken rocks, lie on this bank. The north-easternmost of the Dhrénia islets is situated three-quarters 35 of a mile north-eastward of Cape Glastrí, the south-eastern extreme of Ammouliani.

An isolated rock, over which there is a depth of  $2\frac{1}{2}$  fathoms ( $4^m6$ ), lies about half a mile south-westward of Cape Pírgos; there is a narrow passage on either side of this rock with depths of from  $3\frac{1}{2}$  to 5 fathoms ( $6^m4$  to  $9^m1$ ). 40

Cygnēt rock, a pinnacle with a depth of one fathom ( $1^m8$ ) over it, and which is steep-to, lies about 6 cables north-north-eastward of Cape Glastrí.

The western of the two Xiropotaminá islets, 30 feet ( $9^m1$ ) high, lies 45 near the outer end of a shoal spit, which extends  $3\frac{1}{2}$  cables north-north-westward from Cape Kókkina, the western extreme of Ammouliani; the eastern islet, about 18 feet ( $5^m5$ ) high, lies 2 cables eastward of the western islet, on a detached shoal, one cable offshore. A detached shoal, over which there is a least depth of 2 fathoms ( $3^m7$ ), lies 2 cables 50 north-eastward of the last-mentioned islet, its outer edge being a quarter of a mile off the northern coast of Ammouliani. About half a mile south-eastward of Cape Trigóna (Fearless point), the northern extreme of Ammouliani, there is a village and a landing for boats.

*Chart 1647, plan of Ierissos and Trygona bays.*

The Isthmus of Xérxis consists of level land and low hills, from which the land rises and forms a steep central ridge which runs south-eastward. The site of the Xérxis canal is a hollow between natural  
5 banks; several artificial mounds and remains of walls can be traced along it. Its length across the isthmus is  $1\frac{1}{2}$  miles; the hills on the western side range from 350 to 510 feet ( $106^m7$  to  $155^m4$ ) in height, and those immediately on the eastern side rise to an elevation of 170 feet ( $51^m8$ ). There are several villages on the isthmus. The  
10 house, situated about  $1\frac{1}{2}$  miles eastward of Spratt point is conspicuous. There is regular steamer communication with Thessaloníki.

**Anchorage.**—Anchorage may be obtained in Próvlax bay on a sandy bottom, northward of Cape Trígóna and eastward of Spratt point, but the depths are considerable. Large vessels should not  
15 anchor in a depth of less than 20 fathoms ( $36^m6$ ), or at a distance of less than about 3 cables offshore.

*Chart 1086.*

**Head of the Singitic gulf.**—The head of the Singitic gulf between the western entrance point of Áyios Nikólaos bay, page 230, and  
20 Spratt point appears to be rugged and steep-to, and affords no anchorage.

**North-eastern side of Aktí peninsula.**—There is no anchorage round the base of Mount Áthos, as the depths are too great. Off Cape Ákrathos (Laura), the south-eastern extreme of Aktí peninsula,  
25 immediately below Ayía Láвра monastery, good landing is afforded by a small harbour with a narrow opening almost invisible from seaward, available for craft not drawing more than 6 feet ( $1^m8$ ). It can be distinguished by its proximity to a tall tower on the rocks below the monastery.

**Ivíron (Iberon) monastery** is situated about 8 miles north-westward of Cape Ákrathos; anchorage may be obtained in the bay near the monastery in a depth of 9 fathoms ( $16^m5$ ), sand, with the tower of the monastery bearing  $223^\circ$ , or in a depth of 5 fathoms ( $9^m1$ ), with the same tower bearing  $231^\circ$ . Anchorage may also be obtained in Vato-  
35 pédhi (Paidá) bay, 5 miles further north-westward, which is more sheltered, in a depth of 12 fathoms ( $21^m9$ ), mud, and good holding ground; a small vessel might go further in.

Off some of the monasteries there is no anchorage, and, to land goods or passengers, a vessel must lie-to. Many of these monasteries  
40 appear at a distance like small towns.

**Light.**—A light is exhibited, at an elevation of 150 feet ( $45^m7$ ), on Cape Ákrathos.

*Chart 1647, plan of Ierissos and Trygona bays.*

**Gulf of Ierissós.**—This gulf is entered between Cape Arápis  
45 (Platí) (Lat.  $40^\circ 27' N.$ , Long.  $24^\circ 01' E.$ ), situated about 25 miles north-westward of Cape Ákrathos, and Cape Elévthera, about 6 miles further north-westward. Cape Arápis, close off which are the two Stiliária islets, is the northern extreme of a tongue projecting from the northern side of Aktí peninsula, which forms the south-eastern side  
50 of the gulf. Cape Elévthera is a steep and rugged projection, with Elévthera, an islet, and three above-water rocks, all of which are steep-to, lying close off it. See view facing this page.

Platí bay, described on page 233, lies on the eastern side of the gulf, about a mile southward of Cape Arápis.

*Charts 1086, 2836b, 2158b, 449.*

To face page 232.



Mt. Athos,  
bearing  $150^{\circ}$ .

C. Arapís,  
bearing  $171^{\circ}$ .

Entrance to the Gulf of Ierissós from northward.

(Original dated 1833.)

Eleuthera I.,  
bearing  $193^{\circ}$ , 7 miles.





*Chart 1647, plan of Ierissos and Trygona bays.*

The village of Néa Ródha is situated near the remains of the northern entrance to Xérxis canal, page 232; about a quarter of a mile eastward of the village there is a wooden pier, on which are some bollards, with depths of from 10 to 11 feet (3<sup>m</sup>0 to 3<sup>m</sup>3) off it.

Sunken rocks extend for about one cable off Cape Kiparísi (Ammos), situated on the north-western side of the Isthmus of Xérxis, about 5½ miles south-westward of Cape Arápis; about 3 cables further westward, sunken rocks extend offshore for about the same distance.

The village of Ierissós is situated on the coast, about 6 cables westward of Cape Kiparísi, and the ruins of a fortress are situated about 1½ miles north-westward of the same cape.

Cape Klisótri (Mison point), opposite the middle of the entrance to the Gulf of Ierissós, is high. Stratóni bay, described below, lies in the north-western angle of the gulf, about 4 miles northward of 15 Cape Klisótri.

**Danger.**—Vríska reef, over which there is a depth of 6 feet (1<sup>m</sup>8), lies about half a mile offshore, 1½ miles north-north-westward of Cape Klisótri.

**Light.**—A light is exhibited, at an elevation of 98 feet (29<sup>m</sup>9), from 20 an iron column and hut, 19 feet (5<sup>m</sup>8) in height, on the north-eastern extreme of the northern Stiliária islet lying off Cape Arápis.

**Anchorage.**—Anchorage can be obtained in good holding ground abreast Ierissós, about 4 cables offshore, in a depth of 15 fathoms (27<sup>m</sup>4), mud. In calm weather there is no difficulty in landing from 25 boats on the beach which is of coarse sand.

**Supplies.**—Small quantities of fruit, fowls, etc., could be obtained in season, from Ierissós and the neighbouring villages, in 1928.

*Chart 1679, plan of Plati harbour.*

**Plati bay.**—This bay is entered between Cape Fteró (Quill), situated 30 about a mile south-westward of Cape Arápis, and Cape Kinigós (Hunt), about 200 feet (61<sup>m</sup>0) high, about 3 cables south-south-eastward; although the bottom, composed of mud, sand, shells and stones, is not good holding ground, the bay is considered a safe port of refuge.

A bank, with depths of less than 5 fathoms (9<sup>m</sup>1) over it, extends 35 from the shores of the bay; this bank is about half a cable wide off the northern entrance point, about a cable wide off the southern entrance point, and 1½ cables wide at the head of the bay. A rock, awash, and one with a depth of one fathom (1<sup>m</sup>8) over it, lie close off Cape Kinigós. A conspicuous white rock, about 25 feet (7<sup>m</sup>6) high, 40 stands on the north-eastern shore of the bay about half a cable north-westward of Observation point, situated about 2 cables eastward of Cape Fteró, and a conspicuous conical rock, 18 feet (5<sup>m</sup>5) high, is situated at the head of the bay, about 1½ cables south-eastward of Observation point (Lat. 40° 26' N., Long. 24° 00' E.). 45

*Chart 1647, plan of Ierissos and Trygona bays.*

**Stratóni bay.**—The town of Stratóni, situated at the head of Stratóni bay, mentioned above, is connected by a light railway with a maganese iron ore mine, about 5 miles inland, and which is connected to the general telegraph system. The smelting is done at 50 Stratóni, which can be distinguished by its smelting furnaces and the workmen's dwellings.

There are two piers, close together, off Stratóni; the north-eastern of these is a pile pier, with a depth of about 17 feet (5<sup>m</sup>2) at its head,

*Chart 1647, plan of Ierissos and Trygona bays.*

and a short distance eastward of this pier, there is a brick structure, with a transporter, which is built out into the sea and connected by aerial wires to the coast. Off this structure there are some mooring  
5 buoys, between which vessels are moored and loaded direct from the transporter. North-easterly gales at times cause sufficient swell to prevent loading and compel a vessel to take shelter in Platí bay.

A bank, with a depth of less than 5 fathoms (9<sup>m</sup>1) over it, extends off Stratóni for about 2 cables.

10 Pratique is obtained at Dháfni, page 231.

A pilot in the service of the mining company assists vessels to moor and unmoor.

*Chart 1086.*

**Gulf of Strimón.**—The Gulf of Strimón (Ruphani), called by the  
15 Greeks Strimonikós Kólpos, is entered between Cape Elévthera, page 232, and Cape Dhévtero (Deutheros), about 12½ miles north-north-eastward.

An islet, 3 feet (0<sup>m</sup>9) high, and not easily distinguished from seaward, lies about 3 miles north-westward of Cape Elévthera and half a mile  
20 offshore; a shoal, with a depth of 5 fathoms (9<sup>m</sup>1) over it, lies close south-eastward of this islet.

Olimbiás (Libiadhá) bay lies on the south-western side of the Gulf of Strimón, between a point, situated about 6½ miles north-westward of Cape Elévthera, and a point about 1½ miles further north-westward;  
25 Kavkanás (Kaphkana), an islet surrounded by a reef and with above-water rocks extending for a short distance from its northern and south-western sides, lies in the approach to this bay, about a mile eastward of the north-western entrance point.

Above-water and sunken rocks extend eastward from the last-  
30 mentioned point, leaving a narrow channel, in the fairway of which there is a depth of 9 fathoms (16<sup>m</sup>5), between them and the rocks extending westward of Kavkanás (*Lat. 40° 37' N., Long. 23° 49' E.*).

The western side of Olimbiás bay consists of a low sandy beach, off the southern part of which the depths increase gradually. In the  
35 southern corner of the bay there are two small coves about a cable apart, the eastern one of which is sheltered from north-easterly winds by the land, and can be used by small craft in all weathers, Kavkanás, with the reef round it, giving some protection from more northerly winds and seas. The depths in this cove are from one to 2 fathoms  
40 (1<sup>m</sup>8 to 3<sup>m</sup>7), and the bottom is sandy and clear of dangers except for a few small round boulders. The beach is sand and shingle and easy of access.

The western cove, in which there are depths of from 4 to 6 feet (1<sup>m</sup>2 to 1<sup>m</sup>8), is smaller than the eastern but more sheltered from  
45 northerly winds. Rocks, awash, extend for a short distance from its northern entrance point, and on the southern side is a smooth, sloping rock with a depth of 3½ feet (1<sup>m</sup>1) up to it. The bottom is sand, with large round stones and weed. The beach is sandy but less easy of access than that of the other cove.

50 A village, off which there is a small pier, is situated along the shore in the southern part of the bay. At the northern end of the village there is a factory, with a small wooden pier off it.

A rock, with a depth of less than 6 feet (1<sup>m</sup>8) over it, with depths of 2 and 3 fathoms (3<sup>m</sup>7 and 5<sup>m</sup>5) in the vicinity, lies 3 miles north-

*Charts 2836b, 2158b, 449.*

*Chart 1086.*

westward of Kavkanás and one cable offshore. The coast in this vicinity should not be approached too closely.

On the north-eastern side of the Gulf of Strimón, a shoal, over which there are depths of less than 3 fathoms (5<sup>m</sup>5), extends southward for half a mile from a point about 1½ miles westward of Cape Dhévtero, which should be given a wide berth. The coast between the last-mentioned point and the village of Iraklítsa (Chai Aghizi), situated at the head of Tsáyezi bay, about 9½ miles west-north-westward, consists of sandy beach. Pilaf Tepe, a mountain, 6,143 feet (1,872<sup>m</sup>4) high and very conspicuous, lies about 11 miles north-north-eastward of Cape Dhévtero.

**Light.**—A light (*Lat.* 40° 37' N., *Long.* 23° 49' E.) is exhibited, at an elevation of 75 feet (22<sup>m</sup>9), from the eastern end of Kavkanás.

**Head of the Gulf of Strimón.**—**Aspect.**—The village of Stavρός, where there is a customs house and pier is situated on the shore of a bay of the same name, on the southern side of the head of the Gulf of Strimón, about 5½ miles west-north-westward of Kavkanás.

The general appearance of the land at the head of the gulf, between Cape Stavρός, situated 1½ miles eastward of Stavρός, and the village of Iraklítsa, previously mentioned, is mountainous and wooded, and it is not until within a few miles of the anchorage off Stavρός, that the fairly extensive plain between the coast and the foothills is apparent.

From the customs house at Stavρός, the coast northward is low and sandy for a distance of 6 miles, when the character of the foreshore changes to shingle for a distance of about three-quarters of a mile. From this point, with the exception of a small yellow cliff, about 3 miles south-westward of Iraklítsa, the shore is sandy as far as that village.

Between Cape Stavρός and a point situated about half a mile eastward of the customs house at Stavρός, a shallow bank of sand extends offshore for about a quarter of a mile; close off the former of these two points there are some above-water and sunken rocks; between the latter of the two points and Iraklítsa, the coast is free from danger, but the depths offshore increase very rapidly, there being generally a depth of 20 fathoms (36<sup>m</sup>6) at a distance of only 3 cables offshore.

The mouth of the Rendína river, spanned by a bridge, is situated about half a mile north-westward of the customs house at Stavρός, and the mouth of another river lies about 3½ cables further northward. The Rendína river is the outlet of Lake Vólvi (chart 2158b), about 6 miles inland. A precipitous mass of grey rock, 423 feet (128<sup>m</sup>9) high, lies on the northern side of the gorge of the Rendína river, about 2 miles westward of the customs house at Stavρός; a hill, 1,103 feet (336<sup>m</sup>2) high, on the summit of which, in 1916, there were four trees, lies about 2½ miles north-westward of the customs house; a conspicuous white house stands just above a village, situated about 1½ miles northward of the last-mentioned hill; a sharp peak, 1,652 feet (503<sup>m</sup>5) high, lying 1½ miles west-north-westward of this village, and a remarkable cone-shaped hill, 1,519 feet (463<sup>m</sup>0) high, composed mainly of grey rock and situated about 1½ miles northward of the same village, are also conspicuous.

*Charts 2836b, 2158b, 449.*

*Chart 1679, plan of the mouth of the Struma river.*

The principal mouth of the Strimón (Struma) river was, in 1938, situated close eastward of Iraklítsa. This river is navigable for boats, with local knowledge, as far as Lake Akhinós (Takinós), chart 2158*b*, situated about 10 miles inland, but in places is encumbered by rapids between its mouth and the lake. The river is spanned by two bridges, one about 2 miles, and the other about 3 miles from the mouth.

Depths of less than 5 fathoms (9<sup>m</sup>1) extend from the head of Tsáyezi bay, page 235, for about 3 cables. There is a customs house, coloured yellow, in Iraklítsa.

Dredging was in progress in 1938.

*Chart 1086.*

**Anchorage.**—In Stavrós bay there is good anchorage in a depth of 14 fathoms (25<sup>m</sup>6), mud, with the customs house bearing 196°, distant 4 cables, and Cape Stavrós bearing 120°.

*Chart 1679, plan of the mouth of the Struma river.*

There is anchorage in any convenient depth off the village of Iraklítsa. In March, 1938, H.M.S. *Active* anchored in the bay, with the customs house bearing 352°, distant 7 cables. In this position a constant south-going current, at the rate of about 2 knots, was experienced. The sea is, at times, much discoloured by the mud from the river.

*Chart 1086.*

**GULF OF KAVÁLLA.**—This gulf is entered between Cape Vrasíðhas (Brasides), situated about 15 miles north-eastward of Cape Dhévtero (Lat. 40° 43' N., Long. 24° 03' E.), and Cape Ammódhis (Koan), about 13 miles further east-north-eastward.

*Chart 1679, plan of Deuthero cove.*

**North-western side of gulf.—Elevtheraí bay.—Light.**—Elevtheraí (Deuthero) bay is entered between the northern extreme of Cape Vrasíðhas, and a bluff point about a mile northward. Cape Vrasíðhas is the termination of a tongue of land projecting eastward from the coast; the cape rises to an elevation of 220 feet (67<sup>m</sup>1), about half a mile westward of its eastern extreme. The depths eastward of Cape Vrasíðhas, for a distance of about half a mile, are uneven; H.M.S. *Alexandra*, in 1879, reported that a ledge, with a depth of 5 fathoms (9<sup>m</sup>1) at its outer end, extended 2 cables east-north-eastward of the cape.

Elevtheraí bay affords a snug anchorage in depths of from 5 to 12 fathoms (9<sup>m</sup>1 to 21<sup>m</sup>9), mud, but it is open eastward; there is very good shelter for small vessels in the northern corner of the bay. Vessels from Kaválla, page 237, sometimes obtain shelter here from southerly winds. There is little or no tidal stream, but the sea level is much affected by the wind.

The shores of the bay are bordered by a bank, with depths of less than 5 fathoms (9<sup>m</sup>1) over it, which is as much as 3½ cables wide in the south-western part. The mouth of a stream is situated near the middle of the western side of the bay; off the mouth of this stream, a shallow bank, on which there are two islets, extends north-eastward for about 2½ cables.

A pier, with depths of from 23 to 26 feet (7<sup>m</sup>0 to 7<sup>m</sup>9) at its head, extends offshore in the north-eastern corner of the bay and two red mooring buoys are established off the pierhead. A group of buildings,

*Charts 1086, 2836*b*, 2158*b*, 449.*

*Chart 1679, plan of Deuthero cove.*

close to which there is a small pier, stands on the coast about half a mile northward of the mouth of the stream; there is a depth of 32 feet (9<sup>m</sup>8) at the head of the pier. The fortress of Kalé Chiflik (Chiftilik) stands on the shore in the south-western corner of the bay. 5

The settlement of Elevtherai lies about half a mile inland from the middle of the head of the bay. There is good landing for boats on the beaches round the bay, which are composed of sand and shingle.

A light (*Lat.* 40° 50' N., *Long.* 24° 19' E.) is exhibited, at an elevation of 65 feet (19<sup>m</sup>8), from an iron column and hut, 19 feet (5<sup>m</sup>8) in height, 10 which stands on the northern side of the entrance to Elevtherai bay.

*Chart 1086.*

**Coast.**—From Elevtherai bay, the coast north-eastward is backed by a chain of mountains which runs in a north-easterly direction for about 32 miles to Mount Zanthé, 3,815 feet (1,162<sup>m</sup>8) high and very 15 conspicuous.

Xeró (Kisilad), an islet, lies about three-quarters of a mile north-eastward of a bluff point situated a mile northward of the northern entrance point of Elevtherai bay. There is a village about one mile north-westward of the bluff point; some sunken rocks lie close offshore 20 near the village and, about a mile further northward, a group of above-water and sunken rocks extends offshore for nearly half a mile with a depth of 19 fathoms (34<sup>m</sup>7) between them and Xeró, south-eastward.

*Chart 1679, plan of Kavalla bay.*

**Kaválla bay.**—This bay is entered between Cape Kalamítsa, about 25 6½ miles north-eastward of Cape Vrasídhass, and the southern extreme of a rocky promontory, about a mile east-north-eastward, and is open southward. With the exception of a detached 3-fathom (5<sup>m</sup>5) patch, half a mile west-north-westward of the head of the breakwater and a cable offshore, the depths in the bay are regular and gradually 30 decrease towards the shore, the bottom being of fine sand, except near the projecting points, where it consists of rock.

Kalamítsa islets, two in number and close together, lie about 1½ cables south-south-eastward of Cape Kalamítsa. There is a small shed on one of these islets. 35

A rock, about 10 feet (3<sup>m</sup>0) high, lies close southward of the eastern entrance point; this rock is steep to on its western side.

The head of Kaválla bay is divided into two by a rocky point on which there is a café, the western half being a long sandy beach, and the eastern half occupied by a line of factories and storehouses, built 40 on the water's edge, behind which is the town of Kaválla. See view facing page 240.

The promontory which forms the eastern side of the bay is connected to the mainland by a low isthmus, over which there is a Roman aqueduct. There is a ruined castle on the promontory, but the most 45 conspicuous object on it is a white belfry, situated close northward of Kaválla lighthouse. The military hospital, situated half a mile northward of the lighthouse, and the prison, about a cable north-eastward of the hospital, are conspicuous; a sanatorium on the hill at the back of the town, which stands by itself, is also very conspicuous 50 for a great distance from seaward.

A breakwater projects about 3½ cables in a westerly direction from the shore close northward of Kaválla lighthouse, and there is a boat harbour, protected by a mole, in the north-eastern part of the bay,

*Charts 1086, 2836b, 2158b, 449.*

*Chart 1679, plan of Kavalla bay.*

about 2 cables northward of the root of the breakwater. Works were in progress, in 1930, in the north-eastern and eastern parts of the bay.

- 5 **Lights.**—A light (*Lat.* 40° 55' N., *Long.* 24° 25' E.) is exhibited, at an elevation of 118 feet (36<sup>m</sup>0), from a white iron tower on a masonry base, situated near the southern end of the promontory on the eastern side of Kaválla bay.

A light is exhibited, at an elevation of 30 feet (9<sup>m</sup>1), from the break-  
10 water head.

A light is exhibited at each head of the entrance to the boat harbour.

**Pilotage.**—Pilotage is compulsory for all foreign merchant vessels, also for foreign men-of-war other than light craft.

- 15 **Anchorage.**—Anchorage should be obtained as convenient northward of the breakwater. Small vessels, with local knowledge, anchor close outside the boat harbour.

The boat harbour has depths of from 5 to 6 feet (1<sup>m</sup>5 to 1<sup>m</sup>8) and is usually congested with boats. There is a depth of only 2 or 3 feet  
20 (0<sup>m</sup>6 or 0<sup>m</sup>9) alongside the small jetty on the northern side of the entrance. Steamboats are recommended to use a small jetty situated almost in front of the Bank of Athens, which has a depth of about 8 feet (2<sup>m</sup>4) alongside.

- Strong southerly winds bring in a heavy sea and render the anchor-  
25 age unsafe for vessels unable to find shelter under the breakwater. Shelter from southerly winds can be obtained in Elevtheraí bay, page 236.

**Kaválla.**—The old town is situated on the promontory on the eastern side of the bay and is encircled by walls. The new town  
30 stands on the slopes above the eastern half of the bay. The population of Kaválla, in 1932, was about 60,000.

The principal trade is the production and export of tobacco.

**Port facilities.**—There are a number of lighters available, with tugs for towing them.

- 35 **Communications.**—**Supplies.**—Kaválla is connected to the general telegraph system and is in telephonic communication with Thessaloníki.

There is regular steamer communication with the Piraiévs and Thessaloníki.

- 40 Fish, vegetables, and fruit were obtainable in small quantities in 1928.

*Chart 1086.*

**North-eastern side of gulf.**—**Caution.**—**Light.**—From Cape Ammódhis, page 236, the north-eastern coast of the Gulf of Kaválla  
45 trends north-westward for about 7½ miles; this portion of the coast is low and swampy with several lagoons which frequently overflow in winter, and depths, considerably less than those indicated on the chart, were reported, in 1916, to exist offshore.

- Care should be taken when navigating in these waters as the amount  
50 and extent of the changes are not known.

A rock, with a depth of 5 feet (1<sup>m</sup>5) over it, is reported to lie about 7½ miles north-north-westward of Cape Ammódhis and nearly half a mile offshore.

From a point on the coast northward of this rock, the coast, which

*Chart 1086.*

is low and sandy, trends west-south-westward for about  $5\frac{1}{2}$  miles to the eastern entrance point of Kaválla bay.

The village of Néa Karváli is situated on the coast about 4 miles east-north-eastward of Kaválla.

A light is exhibited, at an elevation of 19 feet ( $5^m8$ ) from an iron column and hut, 19 feet ( $5^m8$ ) in height, on Cape Ammódhis.

**Prohibited area.**—*See* below.

**THÁSOS.—General description.**—Thásos, the northernmost of the Aegean islands, is situated with Cape Pakhís (Ommanney), its northern extreme, about  $3\frac{1}{2}$  miles south-south-eastward of Cape Ammódhis. The island is mountainous, more particularly on its eastern side where Mount Ipsári (*Lat.*  $40^\circ 42' N.$ , *Long.*  $24^\circ 43' E.$ ), the summit, reaches an elevation of 3,428 feet ( $1,044^m8$ ). Thásos appears to be a mass of marble covered with trees.

The capital is the town of Panayía, situated in the north-eastern part of the island.

Thásos is connected to the general telegraph system.

**Prohibited areas.**—Navigation is prohibited in extensive areas off the western, northern, and eastern coasts of Thásos, and also off the coast of the mainland northward of the island; these areas are indicated on the chart by pecked lines.

**Western side of Thásos.**—A pier, off which vessels can anchor within 2 cables, is situated on the western side of Thásos about 7 miles northward of Cape Kefálas (Kephalos), the south-western extreme of the island. Some narrow, shallow banks, which can easily be distinguished, extend off this stretch of coast in places. The above-mentioned pier is connected by a railway with the village of Sotíros (Cavamith), where ore is mined. The mines and railway are easily distinguished on approaching from south-westward. The roadstead is sheltered from southerly and easterly winds.

The northern side of Thásos forms the southern side of Thásos strait, page 240.

**Southern side of Thásos.**—Between Cape Kefálas and Cape Áyios Andónios, about 4 miles south-eastward, there is a bay. The village of Kástron lies at the head of the bay on low ground, with the land rising immediately behind it; eastward of the village there is a steep, cliffy point.

The north-western part of this bay, within an imaginary line joining Cape Kefálas and the village, is shallow, and the depths south-eastward of this line, were reported, in 1916, to be considerably less than those indicated on the chart.

In 1917, there were two landing piers in the vicinity of the village, with depths of 3 feet ( $0^m9$ ) at their outer ends; close eastward of the steep, cliffy point, previously mentioned, there were two iron jetties from which ore was shipped into lighters, both rather out of repair.

With strong southerly winds it is frequently impossible to land at the village, but with anything except strong westerly winds, landing can always be obtained in Rosogremnós bay, described later.

There is anchorage in depths of from 6 to 9 fathoms ( $11^m0$  to  $16^m5$ ) off the iron jetties. The anchorage is open to winds between south and west-south-west, and, with strong winds from these directions, it is advisable to leave. With northerly winds, ships lie well in the anchorage.

*Charts 2836b, 2158b, 449.*



*Chart 1086.*

Rosogremnós bay is separated from the anchorage described above by Cape Áyios Andónios, which is 190 feet (57<sup>m</sup>8) high and projects about half a mile southward. In 1917 it was frequently found possible  
5 to lie at anchor comfortably in a depth of 7 fathoms (12<sup>m</sup>8) in this bay, when impossible to do so in the bay north-westward of Cape Áyios Andónios.

Panayía, an uninhabited island, lies about three-quarters of a mile south-westward of Cape Salonikiós, the southern extreme of Thásos,  
10 which is situated about 2½ miles south-eastward of Cape Áyios Andónios. Panayía rises steeply and is difficult of access, the only landing place being in a small bay on the southern side of the island. Two rocks, one of which is 82 feet (25<sup>m</sup>0) high, are situated close off the south-eastern end.

15 Cape Boubouras (St. Georgios), the south-eastern extreme of Thásos, lies about 6 miles north-eastward of Cape Salonikiós; it is fringed with above-water and sunken rocks, and there is a bay on its western side.

*Chart 1087.*

20 **Caution.**—With the exception of Límnos and the entrance to Çanakkale boğazi, the surveys on which chart 1087 is based are imperfect.

*Charts 1086 and 1087.*

**Eastern side of Thásos.**—Koinira (Kynira), an islet which is  
25 steep-to, lies about 4 miles northward of Cape Boubouras and a quarter of a mile north-eastward of a point on the coast off which a shallow bank extends for a short distance.

Potamiá (Potamnia) bay, which is open eastward, lies between a point situated about 6½ miles northward of Cape Boubouras, and Cape  
30 Pírgos, 187 feet (57<sup>m</sup>0) high, about 1½ miles further northward. Graboussa, an islet, 95 feet (29<sup>m</sup>0) high, lies close off the southern entrance point of Potamiá bay. The head of the bay is bordered by a bank with depths of less than 6 fathoms (11<sup>m</sup>0) over it, about a quarter of a mile wide. Potamiá skala, where there is a pier, is  
35 situated on the southern shore of the bay. The town of Panayía, page 239, lies about 1½ miles westward of the northern part of the bay.

Anchorage may be obtained off Potamiá skala.

Cape Kalóyeros lies about a mile north-north-westward of Cape  
40 Pírgos; Vathí bay, which is small, is situated close westward of this cape, whence the coast trends north-westward for about 3 miles to Cape Evraiókastro (Wellings point), forming a bight.

*Charts 1679, plan of Panagia road, and 1086.*

**Thásos strait.**—Thásos strait is formed between the northern coast of Thásos on the southern side and the low coast of the plain,  
45 through which the river Néstos (Kara Su) flows, on the northern side. The narrowest part of the strait is between Cape Ammódhis, page 236, and Cape Pakhís, page 239. There are no isolated off-lying dangers in the strait, and the bottom consists of sand or mud. Thasopotúla (Thaso Pulo), 355 feet (108<sup>m</sup>2) high, and steep-to, lies nearly in the  
50 middle of the strait, about 3½ miles east-south-eastward of Cape Ammódhis. See views facing this page.

Cape Ammódhis (Lat. 40° 51' N., Long. 24° 38' E.) is low, and off it depths of less than 5 fathoms (9<sup>m</sup>1) extend for about 2 cables. Between this cape and Cape Keramotí, the western extreme of a sandy

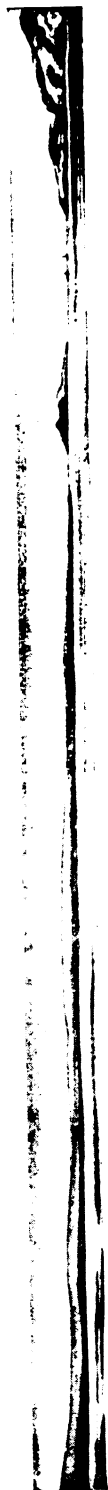
*Charts 2836b, 2158b, 449.*



*Cape Vrasidhas,  
bearing 015°, 5½ miles.*

*Kavvlla, bearing 024°.*

038°.



*Thasopoula,  
bearing 074°, 19 miles.*

*Thásos I.*

*Panayia I.*



*Thásos island.*

*Cape Kefálas,  
bearing 126°, 12 m.*

Three views of the western entrance to Thásos strait from 12 miles  
north-westward of Cape Kefálas.

(Original dated 1833.)



*Charts 1679, plan of Panagia road, and 1086.*

spit, about 3 miles eastward, there is a bight, the shores of which are low. A bank, with less than 3 fathoms (5<sup>m</sup>5) over it, which is about 3 cables wide in places, fringes the northern and north-eastern shores of the bight.

Keramoti (Kalamuti) bay, described below, lies at the eastern end of the bight.

On the southern side of Thásos strait, a bank, with depths of less than 3 fathoms (5<sup>m</sup>5) over it, extends half a mile westward of Cape Pakhís, and depths of less than 10 fathoms (18<sup>m</sup>3) extend northward of the cape for about the same distance.

Between Cape Pakhís and Cape Evraiókastro, page 240, about 3 miles east-south-eastward, there is a bight, the shore of which is fringed by a shallow bank about 1½ cables wide. Depths of less than 5 fathoms (9<sup>m</sup>1) extend northward of Cape Evraiókastro for about half a cable, and Bullmore patch, a rocky bank with a least depth of 7 fathoms (12<sup>m</sup>8) over it, lies about 4 cables north-north-eastward of the same cape. Panayía bay, page 242 is situated off the shores of the above-mentioned bight and Limín (Limena), close northward of which there is a small artificial harbour, at its south-eastern end. Limín is the port of the town of Panyía, and the principal port in the island and is situated in a natural amphitheatre, facing north-westward, about half a mile south-westward of Cape Evraiókastro.

On the northern side of Thásos strait, Cape Néstos (Kara Su), about 5 miles eastward of Cape Keramotí, is situated at one of the mouths of the Néstos river, page 240. The Néstos river has several mouths, extending from 3 to 7 miles eastward of the last-mentioned cape, but they are completely barred by sandbanks so that even boats cannot gain an entrance to the river. Off the mouths of the river, in 1916, depths of 5 fathoms (9<sup>m</sup>1) were found quite close to the shore, except off the easternmost mouth where a bank, with less than 5 fathoms (9<sup>m</sup>1) over it, extended offshore for about 6 cables. The land between the mouths is swampy.

**Lights.**—For the light on Cape Ammódhis, see page 239.

A light is exhibited, at an elevation of 85 feet (25<sup>m</sup>9), from an iron column and hut, 19 feet (5<sup>m</sup>8) in height, on the south-eastern end of Thasopoúla (Lat. 40° 49' N., Long. 24° 43' E.).

**Prohibited area.**—See page 239.

**Current.**—A current generally sets westward through Thásos strait, and also southward of Thásos island; during southerly winds the stream from Çanakkale boğazi being diverted from its usual course and striking the Aktí peninsula is forced north-eastward and eastward along the coast of Greece; on these occasions the current in the strait has been found setting eastward at the rate of from half a knot to 1½ knots.

In September, 1893, the current was observed east-going in the outer part of Panayía bay, while at the same time, nearer Thásos island, it was west-going.

*Chart 1679, plan of Kalamuti harbour.*

**Keramoti bay.**—This bay, mentioned above, is protected from southward by the sandy spit mentioned on page 240; it is preferable as an anchorage to Panayía bay, except during southerly winds, as at the latter the varying current, with even a moderate breeze, causes a considerable sea.

*Chart 1679, plan of Kalamuti harbour.*

At a distance of about 2 cables eastward of Cape Keramotí, a spit, with a depth of 2 feet (0<sup>m</sup>6) at its outer end, extends off the southern side of the bay for about a cable; eastward of this spit, to the head of the bay, the coast is fringed by a bank, with less than 5 fathoms (9<sup>m</sup>1) over it, which, at the head of the bay, is about a cable wide.

The north-eastern side of the bay is formed by a sandspit, off which a shallow bank, which is steep-to, extends for as much as 1½ cables; eastward of the south-eastern end of the sandspit is the mouth of a stream which flows from some marshes. The village of Keramotí is situated at the head of the bay. There are several small piers at Keramotí, alongside one of which there was, in 1931, a depth of 3 feet (0<sup>m</sup>9), but it was then in a bad state of repair.

**Prohibited area.**—For the area in the approach to this harbour where navigation is prohibited, see page 239.

**Caution.**—H.M.S. *London* reported, in 1931, that the southern shore of Keramotí bay from Cape Keramotí, to the point next eastward of Inner spit, indicated on the chart about 1½ cables north-eastward of Cape Keramotí, was considerably different from that shown on the chart. Cape Keramotí was more prominent and had extended in a northerly, north-westerly and westerly direction for about half a cable; Inner spit was not so defined and the point about 1½ cables eastward of it, more prominent.

**Anchorage.**—Keramotí bay affords anchorage for vessels of deep draught in depths of from 7 to 8 fathoms (12<sup>m</sup>8 to 14<sup>m</sup>6), and berths for smaller vessels can be found closer in, in a depth of about 6 fathoms (11<sup>m</sup>0), sheltered from all winds except those between south-south-west and west.

The best anchorage is with the western extreme of the southern entrance point bearing 208°, distant about 3 cables, in a depth of about 7½ fathoms (13<sup>m</sup>7).

**Communication.**—**Supplies.**—Keramotí is in telephonic communication with Kaválla.

Provisions are plentiful.

*Chart 1679, plan of Panayía road.*

**Panayía bay.**—**Anchorage.**—Panayía bay affords good anchorage in a depth of 9 or 10 fathoms (16<sup>m</sup>5 or 18<sup>m</sup>3), excellent holding ground, with Escombe point, the south-eastern extreme of Thasopóula (*Lat.* 40° 49' N., *Long.* 24° 43' E.), bearing 018°, and Cape Evraiókastro bearing 117°, or as convenient. Small vessels can anchor in a depth of 7 fathoms (12<sup>m</sup>8), 2½ cables north-westward of the entrance to the artificial harbour, previously mentioned, with Cape Evraiókastro bearing 074°. A swell, proportional to the force of the wind, often sets in from eastward. A vessel intending to anchor in Panayía bay should pass through the area in which navigation is prohibited, page 239, in the channels approximately indicated on the chart by pecked lines.

The temperature at this anchorage in July has been observed to be considerably higher than at Beşike limanı, page 401, and the nights are intensely hot.

The artificial harbour was reported, in 1930, to be very shallow in places; depths of not more than from 3 to 4 feet (0<sup>m</sup>9 to 1<sup>m</sup>2) can be relied on and less than that alongside the two moles forming it.

About 1½ cables south-westward of the artificial harbour, a pier,

*Chart 1679, plan of Panagia road.*

suitable for steamboats, with a depth of 9 feet (2<sup>m</sup>7) at its outer end, and 3 feet (0<sup>m</sup>9) at its inner end, was under construction, in September, 1937.

A blue, five-storied building with a red roof, which stands at the western end of Limn, is the most conspicuous object in the town.

There is steamer communication with Kavála.

**Lights.**—A light is exhibited from each side of the entrance to the artificial harbour, that on the eastern side at an elevation of about 14 feet (4<sup>m</sup>3) from a red iron framework structure, and that on the western side at an elevation of about 15 feet (4<sup>m</sup>6) from a white stone beacon.

*Charts 1086 and 1087.*

**COAST.**—Cape Baloustra, a low rocky projection, lies 9 miles north-eastward of Cape Néstos, page 241.

**Prohibited area.**—See page 239.

*Chart 1892, plan of Kara-Agatch bay.*

**Lágo bay.**—**Dangers.**—**Caution.**—Lágo (Kara-Agatch) bay is entered between Cape Baloustra and Cape Fanári (Fenar), about 7 miles east-north-eastward; between these two points the coast is low and sandy and broken by the outlets of several lagoons. The shores of the bay are bordered by a shallow bank which is about 1½ miles wide in places, and depths of less than 5 fathoms (9<sup>m</sup>1) extend off the north-western side of the bay for as much as 2½ miles.

An isolated patch, with a depth of 3½ fathoms (5<sup>m</sup>9) over it, lies about 1½ miles east-north-eastward of Cape Baloustra. A shoal, over which there is a depth of 1½ fathoms (3<sup>m</sup>2), lies 1½ miles west-north-westward, and another, with a depth of 2½ fathoms (5<sup>m</sup>0) over its north-eastern end, lies 2 miles north-westward, of Cape Fanári (Lat. 40° 57' N., Long. 25° 09' E.).

On its northern side, the bay communicates with Lake Vistonís (Burughiul) by a narrow, shallow boat channel through the broken coast which separates them. The village of Portolágo is situated on the north-western side of the boat channel, a short distance within the entrance; this village is connected to the general telegraph system. Several small streams flow into Lake Vistonís, and the lake is bounded on either side by extensive plains.

Vessels navigating in Lágo bay, and in its vicinity, should take every precaution, as the chart is compiled from a very old survey, and changes have taken place in the depths in the northern part of the bay since the survey was made. The bank, with less than 3 fathoms (5<sup>m</sup>5) over it, on the north-western side of the bay, was reported, in 1916, to have extended eastward, and the point, situated 3 miles eastward of Cape Fanári, was reported, in 1916, to lie one mile further south than is indicated on the charts.

**Light.**—A light is exhibited, at an elevation of 82 feet (25<sup>m</sup>0), from an iron column and hut, 19 feet (5<sup>m</sup>8) in height, on Cape Fanári.

**Anchorage.**—Vessels may anchor, with offshore winds, westward of Cape Fanári lighthouse in a depth of about 7 fathoms (12<sup>m</sup>8), and small vessels further in at the head of the bay as convenient.

*Chart 1087.*

**Coast.**—Between Cape Fanári and Cape Mácri, a slight salient, about 28 miles eastward, the coast is generally low with beaches and some cliffs.

*Charts 2836b, 2158b, 449.*

*Chart 1087.*

A sunken obstruction, on which a vessel touched, in 1915, when drawing 15 feet (4<sup>m</sup>6), lies about 2½ miles south-eastward of Cape Fanári.

5 Mermíngia (Apostoli) rocks, one of which is above water, lie 6½ miles eastward of Cape Fanári and from a quarter to half a mile southward of Cape Kourousmilou, a rocky projection; the shore between Cape Fanári and this projection is bordered by a shallow bank as much as three-quarters of a mile wide in places.

10 Between Cape Fanári and the western end of some red cliffs, about 12 miles eastward, the coast is low, broken, and sandy. A mountain, 2,174 feet (662<sup>m</sup>6) high and very conspicuous, lies about 18½ miles eastward of Cape Fanári, and near the coast, which is skirted by sunken rocks in its vicinity; the settlement of Marónia is situated close  
15 westward of this mountain.

About 1½ miles eastward of Cape Mákri, previously mentioned, there is a red cliff. See view facing this page.

*Chart 1087, plan of Alexandroupolis road.*

**Alexandroupolis.**—Alexandroupolis stands on low ground on the  
20 north-western side of a bight which lies between a point about 6½ miles eastward of Cape Mákri, and a point about 1½ miles further eastward.

A reef extends from the western entrance point of the bight for about a cable, and a bank, with depths of less than 3 fathoms (5<sup>m</sup>5) over it,  
25 extends further southward for about 4 cables; on the southern end and south-eastern edge of this bank there are two rocky patches, one with a depth of 2½ fathoms (5<sup>m</sup>0) over it, situated about 6 cables south-south-westward of the lighthouse, and the other, with a depth of 2½ fathoms (4<sup>m</sup>6) over it, situated about 3½ cables southward of the  
30 lighthouse at Alexandroupolis. The remainder of the shores of the bight are bordered by a bank, with depths of less than 3 fathoms (5<sup>m</sup>5) over it, which is about a quarter of a mile wide.

Alexandroupolis can be identified from a distance by three conspicuous objects, the lighthouse, a church with two round, domed  
35 towers, about a quarter of a mile north-north-eastward of the lighthouse, and the brown stone walls of a ruin, about 80 feet (24<sup>m</sup>4) high, situated about a quarter of a mile westward of the railway station; the latter lies about 6 cables east-north-eastward of the lighthouse (*Lat.* 40° 49' N., *Long.* 25° 54' E.).

40 The town had a population, in 1932, of between 11,000 and 12,000. During the summer months fever is prevalent though not dangerous. There is one small hospital.

There is a small artificial harbour protected by two moles, which only affords shelter for lighters and small vessels; the root of the outer  
45 mole, which projects south-eastward and north-eastward, is situated about a cable eastward of the lighthouse. There are depths of from 9 to 10 feet (2<sup>m</sup>7 to 3<sup>m</sup>0) in the entrance and 5 feet (1<sup>m</sup>5) at the customs house landing stage within. A breakwater was under construction, in 1933, extending from the southern elbow of the outer  
50 mole in a south-easterly and easterly direction for about 2½ cables. During northerly winds the level of the sea is always lower than at other times. A boat should keep towards the western side when entering and turn in the centre of the harbour, which is usually full, making entry for boats, after dark, difficult.

*Charts 1087, 2836b, 2158b, 449.*

To face page 244.



*Bluff of Marónia.*

*Cape Mákri,  
bearing 056°, about 12 miles.*

**Coast in vicinity of Cape Mákri.**

*(Original dated 1833.)*





*Chart 1087, plan of Alexandroupolis road.*

Eastward of the town as far as the eastern entrance point of the bight, where there is an inlet, the land is cultivated.

**Lights.**—A light (*Lat. 40° 49' N., Long. 25° 54' E.*) is exhibited, at an elevation of 90 feet (27<sup>m</sup>4), from a white circular tower and 5 dwelling at Alexandroupolis.

A light is exhibited at the north-eastern end of the outer mole.

**Anchorage.**—The best anchorage off Alexandroupolis is in a depth of 4½ fathoms (8<sup>m</sup>2), mud, from half a mile to one mile offshore. Small vessels can anchor in a depth of 23 feet (7<sup>m</sup>0), sand and mud, with the 10 lighthouse on the end of the outer mole bearing 320°, distant half a mile.

The tumulus, 72 feet (21<sup>m</sup>0) high, situated about 1½ miles east-north-eastward of the lighthouse, serves as a good anchoring mark; the point southward of the tumulus is low and inconspicuous. 16

The depths decrease gradually from 10 fathoms (18<sup>m</sup>3), at a distance offshore of 3 miles, to the edge of the coastal bank previously mentioned. A vessel, intending to anchor inshore, should not bring the north-eastern end of the outer mole to bear more than 008° when within 20 a mile of the coast.

The holding ground is reported to be very good.

There is no protection from south-westerly winds, which when strong cause a heavy sea. The current, which generally sets along this coast, causes a vessel to swing broadside on to the sea and to roll heavily; vessels usually put to sea in consequence. 25

The anchorage off Alexandroupolis is not safe in a gale from south-east, through south, to west-south-west; although the holding ground is not bad, an exceedingly disagreeable sea rapidly gets up with very little wind.

Landing in the harbour is considered impossible with southerly 30 winds, which, in winter, may sometimes last a week.

The Captain of the port is the controlling authority of the commercial port.

**Signal station.**—There is a signal station at the lighthouse on the outer mole with which vessels can communicate by means of the 35 International Code of Signals.

**Supplies.**—Small quantities of fresh provisions may be obtained.

**Trade.**—Cereals, fruit and tobacco are exported.

**Communications.**—Alexandroupolis is connected with the general 40 telegraph and railway systems.

**Directions.**—A vessel bound for Alexandroupolis (*Lat. 40° 49' N., Long. 25° 54' E.*), and passing eastward of Imroz and Samothráki, has two dangers to avoid, Zouráfa (Zurafa), an isolated rock, 6½ miles eastward of the latter island, page 411, and the shallow bank bordering the coast north-westward of Cape Grenea, the northern entrance point 45 of Saros kōrfezi (Gulf of Xeros). Several vessels have grounded on the latter danger by keeping so far over to clear Zouráfa rock as to pass too close along the coast southward of the town of Enez (Enos). Cape Grenea may be distinguished by a hill, 620 feet (189<sup>m</sup>0) high, about 2 miles east-north-eastward of Enez, and which appears as a 50 double peak. From abreast the cape, a conical hill in the range behind Alexandroupolis should be steered for, which mark leads direct to the lighthouse. This hill cannot be mistaken, as the hills eastward and westward of it are higher.

*Chart 1087, plan of Alexandroupolis road.*

- After passing the latitude of Zouráfa rock, a berth of at least  $2\frac{1}{2}$  miles should be given to Cape Grenea (which appears as low yellowish cliffs) and also to all the coast beyond as far as Alexandroupolis. Enez  
5 will be seen on the side of a low hill facing the sea, though it is within and on the southern side of Dirana göl (Lake Bori), and can be identified by its old citadel and walls. When abreast of Enez, the three conspicuous objects in Alexandroupolis, mentioned above, should be sighted and the town can be steered for. *See* view facing page 416).
- 10 The coast in the vicinity of Alexandroupolis is low, with a sandy beach, and a mountain ridge at a distance of about 2 miles inland. This ridge runs at an angle to the coast, joining it at Cape Mákri,  $7\frac{1}{2}$  miles westward. At a little distance the ridge appears to slope to the sea at Alexandroupolis, the flat land between not being visible.
- 15 A vessel passing westward of Samothráki should avoid its low north-western point, as, although the island is nearly the highest in the archipelago, that end of it stretches out almost level with the sea for  $1\frac{1}{2}$  miles. At night, too much caution cannot be observed, as the proximity of the high land renders any judgment of distance doubtful.
- 20 **Coast.**—For the continuation of the coast south-eastward, *see* page 416.

*Charts 2836b, 2158b, 449.*

## CHAPTER VIII

COAST OF ASIA MINOR FROM KARA BURUN TO THE NORTHERN ENTRANCE  
OF KERME KÖRFEZİ WITH THOSE ISLANDS OF THE DODECANESE  
THAT LIE SOUTHWARD AND SOUTH-WESTWARD.

*Chart 2836a.*

**KASO STRAIT.**—General description.—Kaso strait is the western of the two straits which lead into the Aegean sea from the eastern part of the Mediterranean sea, and is about 25 miles wide between Elássa, page 54, lying off the north-eastern end of Kríti, and the south-western end of the island of Kaso, east-north-eastward; the depths in the strait are considerable and the only dangers are the shoals which extend  $1\frac{1}{2}$  miles in an easterly direction from Cape Sídheros, page 53. 5

The eastern end of Kríti which forms the western side of Kaso strait is described on page 53, and the south-western end of Kaso, which forms the eastern side, is described below. 10

**Current.**—The current in Kaso strait, and also in Scarpanto strait page 257, usually runs southward; sometimes southerly and south-westerly winds will cause an easterly current in the southern part of the archipelago, and greatly increase the current through these straits. The only rule, however, that can be given to assist the navigator is to allow for a current at the rate of from one to  $1\frac{1}{2}$  knots in the direction of the wind when it amounts to a fresh or even a moderate breeze. 15

*Chart 2824.*

**KASO.**—Light.—Kaso is the southernmost of the Dodecanese and is of limestone formation. The summit, Mount Preona, is elevated 1,804 feet (550<sup>m</sup>0), situated on the south-eastern side. The island is very mountainous, especially its south-eastern and south-western parts, sloping to the north-west, where most of the villages are situated; the chief of these is Agia Marina, standing about one mile inland of its north-western extreme. The population of Kaso, in 1937, was 1,935. The coasts consist principally of high, rocky cliffs which are steep-to, and the southern coast is inaccessible. 20 25

Kaso produces wheat, barley, grapes, olives and vegetables. Plati, an island (*Lat.* 35° 22' N., *Long.* 26° 51' E.) and the Kurekia islets, consisting of two islets and some above-water rocks, lie within  $1\frac{1}{2}$  miles of the south-western end of Kaso, the latter being nearer the coast. During northerly winds, vessels, with local knowledge, find 30

*Charts 2836a, 2606, 2158b, 449.*

*Chart 2824.*

good shelter southward of Kaso in depths of about 8 fathoms (14<sup>m</sup>6).

Agios Georgios point, the north-western extreme of Kaso, is bordered by a bank with depths of less than 5 fathoms (9<sup>m</sup>1) over it, which is  
5 about 3 cables wide. The village of Ophris is situated at the head of a small bay, where there is a natural camber, about three-quarters of a mile eastward of Agios Georgios point; landing is difficult with northerly winds at this village.

During fine weather, a vessel may anchor about half a cable north-  
10 ward of an islet lying close off Ophris.

Strongilo nisi lies about 3 cables northward of Kavο Aktis, the north-eastern extreme of Kaso. Kholophonos, an above-water rock, with sunken rocks lying close off its south-western side, lies about 2 miles westward of Kavο Aktis and half a mile offshore.

15 Kaso is in regular steamer communication with Scarpanto and Rhodes.

A light is occasionally exhibited, at an elevation of 23 feet (7<sup>m</sup>0), from a mast, 13 feet (4<sup>m</sup>0) in height, at the entrance to the camber at Ophris.

20 **Islets of Kaso.—Dangers.**—The islets of Kaso, a group lying nearly parallel with the north-western coast of Kaso, are separated from that island by a passage, which is about 1½ miles wide in its narrowest part, between Agios Georgios point and the south-eastern extreme of Armathia, the largest islet of the group, north-westward.  
25 Good anchorage may be found under the islets, sheltered from north-westerly winds, the best position being in depths of from 10 to 12 fathoms (18<sup>m</sup>3 to 21<sup>m</sup>9), sand, off the middle of Makro nisi, which is flat, and lies about a mile east-north-eastward of Armathia.

Several shoal patches and rocks, both above-water and sunken,  
30 the positions of which can best be seen on the chart, lie a short distance off and between these islets.

Kaso rock, over which there is a depth of 2½ fathoms (4<sup>m</sup>6), and which is steep-to, lies nearly in the middle of the western part of the channel between Armathia and Kaso. Kholophonos in line with  
35 the north-western extreme of Agios Georgios point, bearing 073°, leads 2 cables southward of Kaso rock.

Armathia bank, with a least depth of 4 fathoms (7<sup>m</sup>3) over it, lies about a mile south-eastward of Litra, the westernmost of the islets of Kaso.

40 **SCARPANTO AND SARIA.**—Scarpanto, one of the largest of the Dodecanese, lies with Cape Agios Theodoros (*Lat.* 35° 27' N., *Long.* 27° 07' E.), its south-western extreme, which is clifly, about 3½ miles east-north-eastward of Kavο Aktis, mentioned above; the channel between is obstructed by Carpatho rock, page 249

45 A ridge of high mountains extends the whole length of Scarpanto; Mount Kalolimni, the summit, situated about 11½ miles from the southern end of the island, rises to an elevation of 4,000 feet (1,219<sup>m</sup>2). The sides of Scarpanto are steep and indented, the best sheltered and most secure is Tristoma harbour, on the western side near the northern  
50 end of the island.

The inhabitants, numbering 7,711, in 1937, reside for the most part in the southern part of the island.

Scarpanto produces wheat, barley, grapes and olives. The island

*Chart 2824.*

is in steamer communication with the adjacent islands and is connected to the general telegraph system.

Saria, an island, 1,853 feet (564<sup>m</sup>8) high, near the southern end, lies northward of Scarpanto; its southern extreme, situated at the end of a narrow tongue, is only separated from Scarpanto by a very narrow, shallow channel. 5

There are a few scattered houses on the island, which are inhabited during the summer.

**Southern and western sides of Scarpanto.—Dangers.—** 10

Between Castello point, the southern extreme of Scarpanto, situated about 4 miles south-eastward of Cape Agios Theodoros, page 248, the coast is indented and rocky. Castello bay, lying immediately north-westward of Castello point, affords shelter in northerly or north-easterly winds, in depths of from 10 to 20 fathoms (18<sup>m</sup>3 to 36<sup>m</sup>6), 15 but is open south-westward. Cape Agios Theodoros is a rugged promontory with foul ground extending off it for about 2 cables.

Carpatho rock, with a depth of less than 6 feet (1<sup>m</sup>8) over it, lies about 1½ miles westward of Cape Agios Theodoros. The rock rises from a bank with less than 10 fathoms (18<sup>m</sup>3), which is steep-to; this rock 20 is avoided by keeping Kavo Aktis aboard, which, with Strongilo nisi, close northward, is steep-to.

A shoal patch, over which there is a depth of 2 fathoms (3<sup>m</sup>7), lies 4 cables north-north-westward of Cape Agios Theodoros.

Between Cape Agios Theodoros and So Kastro, an islet lying close 25 offshore about 9 miles northward, the coast is irregular with cliffy projections and is fringed with above-water and sunken rocks.

Paleo Kastro point (*Lat. 35° 29' N., Long. 27° 08' E.*), situated 2 miles north-eastward of Cape Agios Theodoros, is the extremity of a peninsula projecting half a mile from the coast. On the southern 30 side of the peninsula, there is a bay, in the entrance to which is the islet of Khalkyas. Northward of the peninsula, there is a cliffy indentation, at the southern end of which is Arkasa bay, and, at the northern end, Phineki bay in which there is a village.

So Kastro is connected by rocks to the western extreme of Scarpanto, 35 Lephkos bay is situated about three-quarters of a mile south-eastward of So Kastro.

Between the western extreme of Scarpanto and Vurgunda point, about 13 miles northward, the coast is steep-to; the southern portion of this stretch of coast is indented and fringed with above-water and 40 sunken rocks, the northern portion consists of high cliffs in places and is steep-to. Agia Irene bay is situated 5 miles north-eastward of the western extreme of Scarpanto.

On the eastern side of Vurgunda point there is a small bay, open northward, on the western side of which there are a few houses and a 45 small pier, partly awash. On the eastern side of the entrance to this bay, an islet lies close offshore.

*Chart 2824, plan of Tristoma.*

Tristoma harbour is situated on the western side of Scarpanto about half a mile from its northern extremity. The entrance, between 50 Tristoma bluff, on its southern side, and North bluff, about a quarter of a mile north-north-eastward, is encumbered by North and South islets. The channel into the harbour, which is only 170 feet (51<sup>m</sup>8) wide, lies southward of South islet, the two northern channels only admitting boats. 55

*Charts 872, 2836a, 2606, 2158b, 449.*

*Chart 2824 plan of Tristoma.*

Close eastward of the inner end of the channel into the harbour, there is a bar, about  $1\frac{1}{2}$  cables wide, over which there are depths of from  $2\frac{1}{2}$  to  $3\frac{1}{2}$  fathoms ( $5^m0$  to  $5^m9$ ), eastward of which the depths  
5 increase. A sunken rock lies close off South islet towards the centre of the channel, but can easily be distinguished as soon as the channel is entered.

On the slopes of the mountains on either side of the harbour the ground is terraced and cultivated; there is a village on Fishery point,  
10 on the northern side of the harbour, about half a mile eastward of North bluff. See view on chart 2824.

*Chart 2824.*

**Anchorage.**—A small vessel might anchor, with offshore winds, in the bay southward of the peninsula of which Paleo Kastro point  
15 forms the western extreme, in depths of from 6 to 10 fathoms ( $11^m0$  to  $18^m3$ ).

Arkasa and Phineki bays afford anchorage to small vessels, with local knowledge, but are open westward.

Lepkos bay is only open southward and, although small, affords  
20 excellent shelter for small vessels with local knowledge.

Agia Irene bay, open westward and south-westward, is a haven of refuge for small vessels with local knowledge.

*Chart 2824, plan of Tristoma.*

Vessels more than 210 feet ( $64^m0$ ) long should not attempt to enter  
25 Tristoma harbour. It is not easy to enter except with light winds and smooth water. Access is impracticable in north-westerly winds, which raise a heavy sea and cause a current. From June to the middle of September, when a north-westerly wind blows continuously, the harbour is closed to traffic.

*Chart 2824.*

**Eastern side of Scarpanto.**—**Light.**—Shoals, with depths of from 2 to 3 fathoms ( $3^m7$  to  $5^m5$ ) over them, lie off the coast between Castello point and Legi point, about  $2\frac{1}{2}$  miles north-eastward. Makri Yalo bay, which is open eastward, lies close northward of Legi point.  
35 Prassu nisi, which is fringed by sunken rocks and has an above-water rock about a cable off its south-western side, lies near the outer end of a shoal, with depths of less than 5 fathoms ( $9^m1$ ) over it, which extends offshore in a south-easterly direction for about half a mile from a point about 2 miles northward of Legi point.

40 Skopi point lies about  $2\frac{1}{2}$  miles north-north-eastward of Legi point; Amorphos bay, which is open southward and south-eastward, lies between Skopi point and the south-eastern extreme of Vuthia peninsula, about 2 miles east-north-eastward.

Pegadia bay, which is open north-eastward and eastward, lies on  
45 the northern side of Vuthia peninsula; Vrontos point (*Lat.  $35^\circ 33' N.$ , Long.  $27^\circ 15' E.$* ), the northern entrance point of this bay, is situated about 5 miles north-north-eastward of Skopi point. In the southern part of Pegadia bay, there are several rocky islets and a skala or landing place with some houses near it. Eastward of the skala, in a sandy  
50 bight, there is a small protected boat harbour, used by local vessels.

The village of Pegadia, with a population, in 1932, of 530, stretches along the shore of the bay and is the capital of Scarpanto.

An Italian Government representative resides at Pegadia. Supplies are very scarce.

*Charts 872, 2836a, 2606, 2158b, 449.*

*Chart 2824.*

Two lights (*Lat. 35° 31' N., Long. 27° 14' E.*), vertically disposed and 4 feet (1<sup>m</sup>2) apart are occasionally exhibited, at an elevation of about 55 feet (16<sup>m</sup>8), from wooden posts near the village.

Pegadia is in regular steamer communication with Rhodes; it is connected to the general telegraph system. A submarine telegraph cable is landed at a hut on the shore of Pegadia bay.

Between Vrontos point and a point, about 5½ miles north-north-westward, the eastern coast of Scarpanto is bold and steep-to; the remainder of the eastern coast northward, consists principally of high cliffs with numerous indentations. Above-water and sunken rocks, and shallow banks front a large portion of this stretch of coast and extend, in places, for a distance of upwards of half a mile offshore. Diaphani bay, on the shore of which there are a few houses, the landing place for Elymbo, a village on the western side of the island, is situated in the northern part of the eastern coast of the island, about 5 miles southward of its northern end.

**Anchorage.**—In Makri Yalo bay, shelter from northerly or westerly winds may be found by anchoring in moderate depths about 3 cables offshore.

In Amorphos bay, there is anchorage in moderate depths about 3 cables offshore, sheltered from northerly and westerly winds.

In Pegadia bay, the usual anchoring berth is in a depth of 8½ fathoms (16<sup>m</sup>0), about midway between the outer rocky islet and the point on which a Greek church stands. Small craft can anchor closer on the line between the above-mentioned point and the second rocky islet. It is inadvisable to lie any nearer to the skala, on account of a shoal patch, which breaks in any sea.

The Scirocco causes a rolling sea in Pegadia bay; vessels can, however, remain in the anchorage. With a westerly wind, a northerly sea runs into the bay. When it blows hard from north-westward in Scarpanto strait, it will be a strong northerly gale in the anchorage, and, in such a case, it is advisable to seek a berth in the north-western part of the bay, in depths of from 5 to 10 fathoms (9<sup>m</sup>1 to 18<sup>m</sup>3), where there will be a calm interrupted by light squalls. H.M.S. *Sylvia*, in 1888, anchored in a depth of 10 fathoms (18<sup>m</sup>3), dark muddy sand, with Vrontos point bearing 032°, the inner rocky islet, bearing 173°, and the north-eastern extreme of Vuthia peninsula bearing 132°.

**Saria.**—Westward of the projection forming the southern extreme of Saria, page 249, there is a bight in the coast, at the northern end of which is the sandy bay of Armyro; the depths in this bay are considerable except close inshore and on the north-western side where a bank, with a depth of 5 fathoms (9<sup>m</sup>1) over it, extends more than one cable offshore. Westerly winds blow directly into the bay.

Prassu nisi (*Lat. 35° 50' N., Long. 27° 14' E.*) lies 1½ miles westward of the southern extreme of Saria; there is a sunken rock and also one above-water between Prassu nisi and the coast of Saria, about 1½ cables north-eastward.

The western side of Saria, which is not so cliffy as the eastern, has several indentations, and is steep-to. Cape Paraspori is the northern extreme of Saria.

The eastern coast of Saria, which forms the western side of Scarpanto strait, consists of rocky cliffs and is steep-to except for one small break, about 1½ miles southward of Alimunti, the north-eastern



*Chart 2824.*

extreme of the island, where there is a small sandy bay, named Palatia ; there are ruins on all the sides of this bay.

**Outlying islands northward of Kaso.**—Several groups of islands and islets lie northward of Kaso.

The Stakida group consists of four islets ; Stakida, the largest islet of the group, about 200 feet (61<sup>m</sup>0) high, lies about 20 miles westward of the northern extreme of Saria. There is a bay on the north-western side of Stakida, well sheltered from south-easterly, south-westerly, and westerly winds, but the depths are considerable ; the holding ground is good.

Seal islet lies one mile north-north-eastward of the north-eastern extreme of Stakida and Stakida-pulo, an islet, about 1½ cables southward of the southern extreme of the same islet.

*Chart 872.*

Unia nisia are two islets, steep-to, situated about 18 miles west-south-westward of Stakida ; they may sometimes be seen at a distance of 20 miles, appearing on some bearings as two hummocks close together.

Kamila nisi lies about 11 miles west-north-westward of Unia nisia. It is a yellowish, low, rocky islet, and except for a few stunted bushes, is devoid of vegetation ; its eastern side is accessible, and affords shelter in a north-westerly or northerly gale. The greatest distance at which it can be seen is 15 miles.

Avga nisi lies about 6 miles north-north-eastward of Unia nisia.

Karavi nisia consists of two islets, about 2 cables apart, the southern of which is situated about 5½ miles north-north-westward of Avga nisi. Both of these islets are high, steep, and difficult of access.

Sophrana nisia, are two rugged islets, the northern and larger, Megalo Sophrano, being about 600 feet (182<sup>m</sup>9) high. Makri Sophrano, the southern islet, lies about 2½ miles north-north-westward of the northern of the Karavi nisia, and is separated from Megalo Sophrano by a deep channel, in the middle of which is a large above-water rock, with a depth of 3 fathoms (5<sup>m</sup>5) close off its north-western side.

There is a small bay on the north-eastern side of Megalo Sophrano, where vessels, with local knowledge, can find shelter in south-westerly and north-westerly winds.

The depths are considerable around all the islets described above.

Sirina, the largest of the Sirina or Agios Ioannis group of islands, lies with Cape Agios Ioannis, its south-western extreme, about 20 miles north-eastward of the north-western extreme of Megalo Sophrano. Sirina is 1,050 feet (320<sup>m</sup>0) high, rugged, and steep-to. Goat islet, 36 feet (11<sup>m</sup>0) high, with a sunken rock close off its eastern side, and Kid rock, above-water, a short distance south-westward of it, lies about 2½ miles eastward of the southern extreme of Sirina.

Tria nisia, a group of three islets, lie about 1½ miles south-south-eastward of Goat islet ; the southernmost and largest of this group is 233 feet (71<sup>m</sup>0) high, and affords shelter to small vessels in any weather. A 9-fathom (16<sup>m</sup>5) patch lies about half a mile north-westward of the north-westernmost islet of this group. Wreck rock (*Lat.* 36° 17' N., *Long.* 26° 42' E.), 10 feet (3<sup>m</sup>0) high, appearing like a vessel's hull, lies about 2½ miles westward of the western extreme of the southernmost islet.

Adelphæ, a group of three islets extending in an easterly and westerly

*Charts 2836a, 2606, 2158b, 449.*

*Chart 872.*

direction for about 2 miles, and steep-to, lie about 4 miles north-westward of the northern extreme of Sirina; these islets are the north-westernmost of the Sirina group.

*Chart 1888.*

**STAMPALIA.—General description.**—Stampalia is the westernmost of the Dodecanese and lies with Kavo Khilus, its south-eastern extreme, about 17 miles north-westward of the northern extreme of Sirina; Kavo Tiliaros (*Lat.* 36° 31' N., *Long.* 26° 19' E.), the south-western extreme of the island, is situated about 23 miles north-eastward of Cape Kálamos, the eastern extreme of Anáfi, page 129.

Stampalia consists of two large elevated rocky masses, united by a very narrow isthmus, giving it at a distance, the appearance of two islands. The summit of the south-western mass, elevated 1,581 feet (481<sup>m</sup>0), is situated about 1½ miles north-north-eastward of Kavo Tiliaros, and Kastelano, elevated 1,201 feet (366<sup>m</sup>1), is the summit of the north-eastern mass and is situated 2 miles north-westward of the eastern extreme of the island. The coasts of Stampalia are generally high and are indented by many bays, of which the most important is Port Maltezana, situated on the southern side of the north-eastern portion.

The island produces wheat, barley, grapes and vegetables and a large number of sheep are reared.

The population, in 1937, consisted of about 1,799 inhabitants who, for the greater part, live in the principal village of Stampalia and Skala, its landing place, situated on the eastern side of the south-western portion of the island.

**Prohibited area.**—Vessels are prohibited from anchoring anywhere off Stampalia; landing is only permitted at Port Skala, and then only for commercial purposes, unless permission is obtained from the Governor. Vessels calling at Port Skala will only be allowed to remain 24 hours, unless detained by stress of weather, extended commercial operations, &c., previous permission being obtained from the Governor.

**South-western side of Stampalia.**—Kavo Khilus, the south-eastern extreme of the south-western portion of Stampalia, is a small cliffy peninsula, 249 feet (75<sup>m</sup>9) high. Between Kavo Khilus and a point on the south-western side of the island, about 6½ miles north-westward, there are several coves with sandy beaches at their heads, and the coast, which is steep-to, is backed, at a distance of about a mile inland, by mountains. Kavo Tiliaros, previously mentioned, lies about 4½ miles westward of Kavo Khilus, and Kavo Armenoi, a sharp cliffy point, about 2½ miles north-north-westward of Kavo Tiliaros.

Katargari, an islet, 105 feet (32<sup>m</sup>0) high, lies about 2 cables off a point situated 1½ miles northward of Kavo Armenoi, separated by a passage, in the fairway of which there are depths of 4 fathoms (7<sup>m</sup>3); a reef, on which there is an above-water rock, extends about 1½ cables from the south-western end of Katargari, and Nero, a rock which is above-water, lies about half a cable off the north-western side of the islet. An above-water rock lies about 1½ cables northward of Katargari and the same distance offshore. Kavo Kutsimi is situated about three-quarters of a mile northward of Katargari, and is fronted by a rocky shoal with depths of under 5 fathoms (9<sup>m</sup>1), the westernmost

*Chart 1888.*

of which is Kutsimi, a rock awash. Kutsimi shoal, with a least depth of  $6\frac{1}{2}$  fathoms ( $12^m3$ ) over it, lies about three-quarters of a mile west-north-westward of the latter. Liani point, the north-western extreme  
5 of the south-western portion of Stampalia, lies about half a mile north-north-eastward of Kavo Kutsimi.

Panormos nisi, a rounded islet, is surrounded by a narrow bank over which there are depths of from  $3\frac{1}{2}$  to 5 fathoms ( $6^m4$  to  $9^m1$ ); it lies about 3 cables north-north-eastward of Liani point.

- 10 **Off-lying islets.**—Pontikutha, an islet, lies about  $1\frac{1}{2}$  miles westward of Kavo Armenoi (*Lat.  $36^\circ 33' N.$ , Long.  $26^\circ 17' E.$* ) with considerable depths between. Póntikutha is bold, rugged and steep-to all round, except on its north-eastern side which is foul in places at a short distance offshore.

- 15 Ktenia consists of three above-water rocks, which are steep-to, situated about a mile southward of Pontikutha.

Ophidusa, an islet, lies about  $3\frac{1}{2}$  miles westward of Pontikutha. Its coast, consisting of precipitous cliffs, is steep-to all round, except at its western extreme, where a reef extends for  $1\frac{1}{2}$  cables offshore.

- 20 **South-eastern side of Stampalia.**—**Light.**—**Buoy.**—Livadhia bay is situated on the eastern side of the south-western portion of Stampalia, between Nera point (Makria Punda), about a mile north-westward of Kavo Khilus, page 253, and Spada point, the eastern extreme of a promontory, about a mile further northward.

- 25 The village of Stampalia stands on the above-mentioned promontory; it is dominated by a Venetian castle and there are numerous churches and chapels in it.

Port Skala, the landing place for the town of Stampalia, is situated in the small bay on the northern side of the promontory of which

- 30 Spada point is the extreme.

A Resident, subordinate to the Governor of Lero, and a harbour-master reside at Stampalia.

There is regular steamer communication with other islands of the Dodecanese.

- 35 A light is exhibited, at an elevation of 24 feet ( $7^m3$ ), from a red wooden post on the root of a small jetty in Port Skala.

Lunga point (Makria Punda), the southern extreme of a projection, is situated about  $1\frac{1}{2}$  miles north-north-eastward of Spada point; the narrowest part of the isthmus which connects the two portions

- 40 of the island of Stampalia is situated about a mile northward of Lunga point. Between the last-mentioned point and Cape Pulari, the south-eastern extreme of the north-eastern portion of Stampalia, the coast is indented, and a number of islets and dangers lie on the bank with depths of less than 100 fathoms ( $182^m9$ ) over it, which  
45 extends off this stretch of coast for about 4 miles.

*Chart 1888, plan of Port Maltezana.*

Port Maltezana lies between Kavo Dhiaporeu, situated about a mile north-eastward of Lunga point, and Vriseu Punda, about a mile further eastward. The port is well sheltered from southward by

- 50 Glinó nisi, Kondro nisi and the rocks between the former and Kavo Dhiaporeu. The shores of the port are bordered by a shallow bank, as much as a cable wide in places, and a detached rocky shoal, with a least depth of  $1\frac{1}{2}$  fathoms ( $3^m2$ ) over it, lies one cable south-eastward of Skinonda, a point on which stands a white obelisk, situated on the

*Chart 1888, plan of Port Maltezana.*

northern side of the port, about half a mile east-north-eastward of Kavø Dhiaporeu (*Lat. 36° 34' N., Long. 26° 24' E.*) ; the south-eastern side of this shoal is marked by a buoy.

There are three entrances to Port Maltezana ; the western is between two islets, 32 and 18 feet (9<sup>m</sup>8 and 5<sup>m</sup>5) high, respectively, lying north-westward of the north-western extreme of Glinø nisi, situated about 1½ cables south-eastward of Kavø Dhiaporeu. In the centre of the fairway of this entrance there is a depth of 3 fathoms (5<sup>m</sup>5), and it is only suitable for small vessels, with local knowledge. 10 The middle entrance lies between Glinø nisi and Kondro nisi, with a navigable width of about one cable ; this entrance may be taken by vessels of any draught or by a sailing vessel with a fair wind, by keeping in mid-channel and avoiding the shallow banks which extend from the salient points. A shoal, with depths of less than 4½ fathoms 15 (7<sup>m</sup>8) over it, extends north-westward from the north-western extreme of Kondro nisi for about one cable. The eastern entrance, which is the best, lies between the north-eastern side of Kondro nisi and Vriseu Punda, and is about 1½ cables wide ; vessels taking this entrance must avoid Baraka Xera, described below, and the shallow bank extending 20 southward from Vriseu Punda for about half a cable.

*Chart 1888.*

**Danger.**—Baraka Xera, a shoal patch, over which there is a depth of 2½ fathoms (4<sup>m</sup>6), lies 4 cables south-eastward of Baraka, a rounded headland, 134 feet (40<sup>m</sup>8) high, situated about a mile east-north- 25 eastward of Vriseu Punda, and forming the eastern entrance point of Port Agrilithi. The southern side of Baraka Xera is steep-to, but on its northern side there is a depth of 4½ fathoms (7<sup>m</sup>8) at a distance of a cable from the shoalest part.

**Anchorage.**—There is anchorage for vessels with local knowledge, 30 in Port Skala about 1½ cables offshore, in a depth of 5½ fathoms (10<sup>m</sup>1). It has been reported that this anchorage, although the holding ground is good, is unsafe in northerly and north-westerly winds owing to the squalls from the surrounding hills. On account of the small size of the bay vessels are unable to veer sufficient cable to prevent dragging 35 their anchors in a heavy squall ; in such circumstances, it is advisable to proceed to Port Maltezana, which is not subject to squalls.

*Chart 1888, plan of Port Maltezana.*

Deep draught vessels, with local knowledge, can anchor in Port Maltezana at a distance of about 2 cables off Skinonda, with the white 40 obelisk bearing between 010° and 320°. Smaller vessels can anchor closer inshore. In the north-western portion of the port, there is a mooring buoy.

Temporary anchorage may also be obtained, during fine weather, between Glinø nisi and Lunga point ; the bottom is sand and mud, 45 but the depths are considerable.

**Off-lying islands and dangers.**—Agia Kyriaki, an island, 69 feet (21<sup>m</sup>0) high, lies about half a mile southward of Glinø nisi, and is surrounded by a narrow rocky coastal bank ; on its southern side there is a rocky cove. An islet, 49 feet (14<sup>m</sup>9) high, with a shallow 50 bank extending about a cable east-north-eastward from its eastern end, lies close off the south-eastern end of Agia Kyriaki.

Bogazeu Xera, a shoal with a least depth of 2½ fathoms (5<sup>m</sup>0) over it, lies about 2 cables north-westward of the north-western extreme

*Chart 1888, plan of Port Maltezana.*

of Agia Kyriaki ; other patches, with depths of from  $4\frac{1}{2}$  to  $6\frac{1}{2}$  fathoms ( $8^m2$  to  $11^m4$ ) over them, lie from half a cable to  $1\frac{1}{2}$  cables north-eastward of Bogazeu Xera. Turko Vigla Kavó, the south-eastern extreme of the western entrance point of Port Agrilithi in line with the south-eastern extreme of Kondro nisi, bearing  $048^\circ$ , leads north-westward of Bogazeu Xera.

Konomato Xera, with a least depth of 10 feet ( $3^m0$ ) over it, lies from 3 to  $4\frac{1}{2}$  cables north-eastward of the north-eastern extreme of Agia Kyriaki. The north-eastern extreme of Glinó nisi in line with the south-western extreme of Kondro nisi, bearing  $323^\circ$ , leads in mid-channel through the passage between Agia Kyriaki and Konomato Xera. The obelisk on Skinonda, bearing  $315^\circ$ , and open north-eastward of Kondro nisi, leads north-eastward of Konomato Xera.

*Chart 1888.*

Kyriaki shoals, consisting of two detached shoals and a bank, lie from about 4 cables to  $1\frac{1}{2}$  miles south-eastward of Agia Kyriaki. Oxo Xera, at the northern end, has a least depth over it of  $3\frac{1}{2}$  fathoms ( $6^m4$ ), and is situated about  $5\frac{1}{2}$  cables south-south-eastward of the islet at the south-eastern end of Agia Kyriaki (*Lat.  $36^\circ 33' N.$ , Long.  $26^\circ 26' E.$* ). The other shoal, with a least depth of  $4\frac{1}{2}$  fathoms ( $7^m8$ ) over it, lies about 3 cables south-south-eastward of Oxo Xera ; the depths in this area are very uneven and it is inadvisable to anchor on it. The bank, forming the south-eastern end of Kyriaki shoals, has a least depth of 21 fathoms ( $38^m4$ ) over it. The western extreme of Glinó nisi, bearing  $335^\circ$ , open westward of Agia Kyriaki, leads westward of Kyriaki shoals.

Kunupia, the largest of the islands off-lying this part of the coast of Stampalia, lies with its northern extreme about  $2\frac{1}{2}$  miles south-south-westward of Cape Pulari, page 254 ; Kunupia is nearly divided into two parts by a low sandy neck, and is 292 feet ( $89^m0$ ) high at its northern end.

Kutzomiti, an island, 210 feet ( $64^m0$ ) high, lies about 6 cables north-westward of Kunupia ; between these two islands there are four islets, each fringed by a narrow shoal. Kutzomiti rock, with a depth of  $7\frac{1}{2}$  fathoms ( $13^m7$ ) over it, and steep-to, lies about half a mile south-eastward of the north-eastern extreme of Kutzomiti.

**North-western side of Stampalia.**—The bight on the north-western side of Stampalia, between Liani point, page 254, and Kavó Phlutha, the north-western extreme of the north-eastern portion of the island, is about 6 miles wide at its entrance ; the coast on either side of the bight is indented. The bight is divided into two parts by Phokeo nisía, a chain of islets extending north-westward from the isthmus for a distance of about 2 miles ; a shallow rocky bank, as much as 2 cables wide in places, borders both the northern side of the isthmus and also the sides of the islets, and extends north-westward from the northern end of the islets for a distance of about 4 cables. There is no passage between the islets, or between them and the isthmus, except for boats or vessels of shallow draught, with local knowledge.

Port Panormos, open northward, is the principal inlet in the western portion of the bight, and lies about three-quarters of a mile eastward of Liani point.

Agios Andreas bay, situated at the head of the bight westward of

*Charts 872, 2836a, 2606, 2158b, 449.*

*Chart 1888.*

Phokeo nisia, is open north-westward and has convenient depths in which to anchor.

Vaie inlet, open north-westward, is situated in the south-eastern part of the bight eastward of Phokeo nisia. 5

Port Vathy, situated on the eastern side of the bight, is entered about 2 miles southward of Kavó Phlutha. The entrance channel is obstructed by a bar, over which a depth of 12 feet (3<sup>m</sup>7) can be carried by small vessels, with local knowledge. Within the entrance, the port is landlocked and affords excellent anchorage, in even depths 10 of about 5 fathoms (9<sup>m</sup>1), sand and mud.

**North-eastern side of Stampalia.**—The north-eastern coast of Stampalia, between Kavó Phlutha and Cape Pulari, page 254, about 6 miles south-eastward, is composed of steep, rocky cliffs and is indented in places; the coast is steep-to and backed by high land. 15

*Chart 872.*

**SCARPANTO STRAIT.**—**Current.**—Scarpanto strait is the eastern of the two straits which lead into the Aegean sea from the eastern part of the Mediterranean sea, and is about 24 miles wide between Saria, page 249, on its western side, and the south-western end of Rhodes, page 261, on its eastern side. The strait is clear of danger and the depths in it are considerable, especially on the western side. 20

For the current in Scarpanto strait, see page 247.

**Light.**—A light is exhibited, at an elevation of 213 feet (64<sup>m</sup>9), from a white masonry tower and dwelling, 49 feet (14<sup>m</sup>9) in height, on Cape Praso Nisi, the southern extreme of Rhodes. 25  
See view. 30



*Cape Praso Nisi  
lighthouse.*

*Chart 1667.*

**RHODES.**—**General remarks.**—Rhodes is the principal island of the Dodecanese and the headquarters of the Italian Government. The centre of the island is high with cultivated areas in the valleys and along the coast. Mount Attayaro, the summit, is 3,986 feet (1,214<sup>m</sup>9) high and is situated, 4 miles inland on the western side, about 21 miles northward of Cape Praso Nisi, the southern extreme of the island. Mount Akramytis, 2,706 feet (824<sup>m</sup>8) high, stands about 6 miles south-westward of Mount Attayaro and less than 1½ miles from the coast. Mount Skathi, 1,862 feet (567<sup>m</sup>5) high, is situated about 9 miles north-eastward of Cape Praso Nisi, and Mount Kumuli, 1,366 feet (416<sup>m</sup>4) high, stands about 8 miles south-westward of the north-eastern extreme of the island (*Lat.* 36° 27' N., *Long.* 28° 16' E.). From Mount Attayaro towards the city of Rhodes, at the north-eastern end of the island, the heights decrease. The mountains are well wooded; numerous streams, mostly dry in summer, flow through the level land towards the coast. 35  
40  
45

Rhodes produces cereals, vegetables, limes, oranges, lemons and other fruits, tobacco, &c.; sponges and fish are found in the surrounding waters. 50

The population, in 1937, was 61,252.

*Charts 872, 2836a, 2606, 2158b, 449.*

*Chart 1667.*

The island possesses an agreeable, healthy climate ; during summer vessels may anchor in safety off the south-eastern coast. Landing on the western coast is possible only in calm weather. In winter, in the  
 5 cloudy and thick weather with southerly winds, great caution is required when navigating the channel between Rhodes and Asia Minor.

**South-eastern side of Rhodes.—Off-lying rocks and bank.—**

**Dangers.**—Cape Praso Nisi is the south-western extreme of a rocky  
 10 peninsula connected to the island by a low sandy isthmus, which causes it often to be mistaken for an island. A bank, consisting of coral, sand and gravel with depths of less than 100 fathoms (182<sup>m</sup>9) over it, extends south-south-westward of Cape Praso Nisi for about 8 miles. A north-west-going current sets over this bank at rates of  
 15 from three-quarters of a knot to 1½ knots, causing a cross sea during north-westerly winds.

The light on Cape Praso Nisi is described on page 257.

A rocky bank, with depths of from 16 to 46 fathoms (29<sup>m</sup>3 to 84<sup>m</sup>1), was reported, in 1904, to lie about 10 miles south-eastward of Cape  
 20 Praso Nisi.

Khina rocks, two in number and steep-to, are situated about 7½ miles eastward of Cape Praso Nisi ; being very low these rocks are dangerous at night.

Cape Katabia lies about 2½ miles east-north-eastward of Cape Praso  
 25 Nisi lighthouse ; a shoal, with a depth of 2½ fathoms (4<sup>m</sup>6) over it, lies about 6 cables eastward of Cape Katabia and 4 cables offshore. Cape Praso Nisi, bearing about 268°, and open southward of the point eastward of it, leads southward of this shoal.

Cape Vigli, which is low and can be distinguished by a short black  
 30 tower near its extreme, lies about 2¾ miles north-eastward of Cape Katabia ; Cape Vigli is foul at a short distance offshore, and a rock, with less than 6 feet (1<sup>m</sup>8) over it, lies about a quarter of a mile southward of the cape. Between Cape Vigli and Merminga point, the north-eastern of two small projections, about 10 miles north-north-eastward,  
 35 the coast is generally low and sloping gently up to the hills inland.

Cape Istros, situated about a mile north-eastward of Cape Vigli, is of a whitish colour and near it there is a steep hill, about 164 feet (50<sup>m</sup>0) high. The coast in the northern part of the bay between Cape Vigli and Cape Istros is fringed with rocks extending about half  
 40 a cable offshore.

The village of Plimiri, surrounded by a white wall, lies close westward of Cape Istros. There is a small pier at Plimiri, with a depth of 10 feet (3<sup>m</sup>0), rock, at its head, alongside which small craft can lie ; Plimiri is the landing place for Katabia, situated about 4½ miles west-  
 45 north-westward. Vessels can anchor with the pierhead bearing about 022°, distant about 2½ cables, in a depth of 5½ fathoms (10<sup>m</sup>1), sand.

Between Cape Istros and Cape Lachania, about 2½ miles north-eastward, there is a bight ; the village of Lachania, near which there are some conspicuous windmills, lies about 1½ miles westward of Cape  
 50 Lachania (*Lat.* 35° 57' N., *Long.* 27° 56' E.).

Yannathi bay lies between Cape Lachania and Galuni point, the south-western of the two small projections previously mentioned, about 6½ miles north-north-eastward. Some above-water rocks lie southward of Galuni point, the outermost, at a distance of about  
 55 a cable.

*Charts 872, 2836a, 2606, 2158b, 449.*

*Chart 1667.*

Lardos bay, which is open south-eastward, southward and south-westward, lies between Merminga point and Cape Foca, on which there is a tower in ruins, about 6 miles eastward. A rock, with a depth of 2 feet (0<sup>m</sup>6) over it, and with a detached 2½-fathom (4<sup>m</sup>6) patch about a cable eastward of it, lies about 1½ cables eastward of Merminga point; and a detached 5½-fathom (10<sup>m</sup>5) patch lies about 1½ miles westward of Cape Foca and 4 cables offshore; a sunken rock lies a quarter of a mile south-south-westward of a point which projects from the north-western side of the bay, about 1½ miles north-eastward of Merminga point; with these exceptions, the depths in the bay decrease gradually from a distance of about half a mile offshore.

In the western portion of Lardos bay, where the sandy beach ends and the rocky shore begins, there is a jetty, with a depth of 3 feet (0<sup>m</sup>9) alongside, which is suitable for boats. There are a number of 15 houses on Cape Yenuri, situated on the north-eastern side of the bay, about 1½ miles north-westward of Cape Foca.

Paximada, a rock, which is high and steep-to, lies about 2 miles southward of Cape Foca (*Lat.* 36° 03' N., *Long.* 28° 08' E.).

Cape Foca is the south-eastern extreme of a promontory of which Cape Agios Emiliano, 3 miles northward, forms the north-eastern extreme; this promontory is a high plateau, bare of vegetation except for a few trees at Lindos, mentioned below, and is surmounted by Mount Lindos, 1,503 feet (458<sup>m</sup>1) high.

Agios Nikolaos bay, which is rocky, lies between Cape Foca and Cape Sumani, about 1½ miles northward. Pendi nisia, consisting of two groups of above-water rocks, lie in the approach to Agios Nikolaos bay. The northern group consists of one large and one very small rock, closely surrounded by foul ground, lying about half a mile southward of Cape Sumani; a shoal, with a depth of 2 feet (0<sup>m</sup>6) over it, lies about midway between this group and the cape. The southern group consists of two large and one small rock lying about 3 cables northward of Cape Foca and close offshore. A detached shoal, with a depth of 3½ fathoms (5<sup>m</sup>9) over it, lies about 1½ miles south-eastward of Cape Sumani; a 6½-fathom (11<sup>m</sup>9) patch lies 2 cables north-north-westward, and a 7½-fathom (14<sup>m</sup>3) patch, about 4 cables south-south-eastward, of this shoal.

*Chart 1667, plan of Port Lindos.*

Port Lindos, well sheltered from all except easterly and south-easterly winds, is situated between Cape Sumani and Cape Agios Emiliano, about 1½ miles north-north-eastward; the entrance to the port, about 1½ cables wide, lies about half a mile southward of the last-mentioned cape. Two above-water rocks lie a short distance offshore in the north-eastern approach to Port Lindos. At the head of Port Lindos there are two bights extending north-westward and south-westward; fronting the entrance of the north-western bight there is a shoal, with depths of from 1½ to 2½ fathoms (3<sup>m</sup>2 to 4<sup>m</sup>6) over it.

The village of Lindos, with a population of about 1,000, stands on the northern and western sides of a rocky hill rising from the southern shore of the port.

*Chart 1667.*

Between Cape Agios Emiliano and Cape Archangelo, about 5 miles north-north-eastward, there is a bight; the southern part of this



*Chart 1667.*

bight is Viglika bay and, the northern part, Malona bay, which are separated by a bluff, on which is a ruined castle, about 2 miles south-westward of Cape Archangelo. An above-water rock lies close off  
 5 the southern side of Viglika bay, about  $6\frac{1}{2}$  cables westward of Cape Agios Emiliano. A rocky patch, over which there is a depth of  $2\frac{3}{4}$  fathoms ( $5^m0$ ), and the position of which is approximate, lies in Malona bay, about  $1\frac{1}{4}$  miles west-south-westward of Cape Archangelo (*Lat.*  $36^\circ 11' N.$ , *Long.*  $28^\circ 11' E.$ ).

- 10 The village of Kalathos, which is conspicuous, lies about  $2\frac{1}{4}$  miles north-westward of Cape Agios Emiliano and the village of Lorigna is situated on the southern side of the bluff which separates the two bays. There is a white belfry in the village of Malona which is partly hidden by trees and lies about  $2\frac{1}{4}$  miles north-westward of this  
 15 bluff.

Between Cape Archangelo and Cape Vahyah, about  $4\frac{1}{2}$  miles north-north-eastward, the coast is low, rocky, and slightly indented, but clear of dangers at a short distance offshore. Two islets lie close off the coast about a mile northward of Cape Archangelo. Mount  
 20 *Zambika*, 1,070 feet ( $326^m1$ ) high, stands a short distance inland, about  $1\frac{1}{4}$  miles south-westward of Cape Vahyah.

Aphandos bay lies between Cape Vahyah and Cape Ladhiko, about  $4\frac{1}{2}$  miles north-north-eastward. The shore of this bay consists mainly of a sandy beach, but between Cape Ladhiko and a point, about a  
 25 mile south-westward, the coast is steep and rocky. The bay is free from dangers except a small 5-fathom ( $9^m1$ ) patch, situated  $1\frac{1}{4}$  miles northward of Cape Vahyah and half a mile offshore. Cape Ladhiko rises steeply to an elevation of 540 feet ( $164^m6$ ); there is a white house on the summit which is not visible northward of the cape.  
 30 *Eloousa* monastery stands about  $2\frac{1}{4}$  miles north-westward of Cape Ladhiko.

*Kalitheas* bay lies between a point about half a mile northward of Cape Ladhiko and a point about  $2\frac{3}{4}$  miles north-north-eastward. In the southern part of this bay, a rocky patch, over which there are  
 35 depths of from 2 to 3 fathoms ( $3^m7$  to  $5^m5$ ), lies from 3 to 6 cables north-north-eastward of the southern entrance point, and from 3 to 5 cables offshore; the northern part of the bay is clear of dangers at a distance of a quarter of a mile offshore.

About midway between the northern entrance point of *Kalitheas*  
 40 bay and Cape Vudhi, which is low and rocky, about  $1\frac{1}{4}$  miles north-north-eastward, there is a cove in which there are some mineral springs; on the southern side of this cove there is a landing quay for boats, with depths of 5 feet ( $1^m5$ ) close off it.

Between Cape Vudhi and a point about  $3\frac{1}{4}$  miles northward, the  
 45 coast is low and rocky, but is clear of dangers at a distance of 2 cables offshore. The Port of Rhodes, page 265, lies between the last-mentioned point and *Kum burnu* (*Lat.*  $36^\circ 27' N.$ , *Long.*  $28^\circ 16' E.$ ), the northern extreme of Rhodes, about  $1\frac{1}{4}$  miles north-north-westward. A pier extends a short distance offshore from a point about  $2\frac{1}{4}$  miles  
 50 northward of Cape Vudhi; there are some wireless masts, which are conspicuous from south-eastward, about three-quarters of a mile west-south-westward of this point.

From westward of Cape Vudhi the land slopes gently northward down to the city of Rhodes. There is a belfry, which is conspicuous

*Charts 872, 236, 2836a, 2606, 2158b, 449.*

*Chart 1667.*

from northward, and several windmills in the village of Koskino, situated about  $1\frac{1}{2}$  miles westward of Cape Vudhi.

**Anchorage.**—A vessel can anchor in depths of from  $5\frac{1}{2}$  to  $6\frac{1}{2}$  fathoms ( $10^m1$  to  $11^m9$ ) off the bight between Cape Istros and Cape Lachania, about midway between the two capes.

*Chart 1667, plan of Port Lindos.*

Port Lindos is only accessible to small vessels, which can anchor just within the entrance, in depths of from  $3\frac{1}{2}$  to 8 fathoms ( $5^m9$  to  $14^m6$ ).

*Chart 1667.*

Although open north-eastward, Viglika bay is reported to be a safe anchorage in winter, as the wind seldom blows from that quarter and does not raise much sea. The best anchorage is in the south-western corner, in depths of from 7 to 19 fathoms ( $12^m8$  to  $34^m7$ ), mud, and well sheltered from the south-east. Small vessels can anchor further in. With the wind between south and north-west, a vessel may anchor in a depth of  $5\frac{1}{2}$  fathoms ( $10^m1$ ) about  $1\frac{1}{2}$  miles northward from the south-western corner of the bay.

**South-western side of Rhodes.**—Between Cape Praso Nisi and Cape Karavolos, which is precipitous, about 4 miles north-westward, the coast is clifty. Karavolos, an above-water rock, lies about three-quarters of a mile west-south-westward of Cape Karavolos. Octonyanisi, a low islet with a sharply serrated outline, lies 3 miles northward of Cape Karavolos and  $1\frac{1}{2}$  miles offshore; this islet is surrounded by foul ground which extends as much as  $2\frac{1}{2}$  cables from its south-western end.

Palatshah or Apolakia bay lies between Cape Karavolos and Cape Monolithos, about 13 miles northward. The depths in this bay gradually decrease from a distance of about 2 miles offshore. Within the eastern shore of the bay there are a series of hummocks, one of which, in the shape of a sugar loaf, stands southward of the mouth of a stream, about 7 miles north-north-eastward of Cape Karavolos. Northward of the mouth of the above-mentioned stream, for a distance of about 3 miles, the coast consists of a wooded plain covered with bushes and cultivated ground, backed by a tableland.

Cape Phurni, which is high and precipitous, projects from the northern side of Palatshah bay about 4 miles south-eastward of Cape Monolithos; between these two capes the coast is high and rocky, and indented by small bays and creeks, fringed with rocks. A rocky islet lies about a quarter of a mile off a point situated about  $2\frac{1}{2}$  miles south-eastward of Cape Monolithos and Gria nisi lies close offshore southward of the cape. An above-water rock stands out near the extremity of Cape Monolithos (*Lat.  $36^{\circ} 09' N.$ , Long.  $27^{\circ} 43' E.$* ).

Between Cape Monolithos and Cape Kopria, about 9 miles eastward, the coast is high and rocky with occasional groups of trees and patches of cultivation, the whole dominated by Mount Akramytis and Mount Attayaro, page 257. A square, brown-coloured tower stands near the coast about  $2\frac{1}{2}$  miles north-eastward of Cape Monolithos, and Gliphaha, a small bay, with a sandy beach at its head, lies about 2 miles further north-eastward.

**Off-lying islands and dangers.**—**Light.**—**Beacon.**—Several islands and islets lie westward of that part of the coast of Rhodes which lies between Cape Monolithos and Cape Kopria.

*Chart 1667.*

Khalkia, the largest and westernmost of these islands, lies with Myrtos point, its south-western extreme, about  $8\frac{1}{2}$  miles west-north-westward of Cape Monolithos. Khalkia is mountainous, its summit, 1,954 feet (595<sup>m</sup>6) high, being situated about  $1\frac{1}{2}$  miles from its eastern end; the coast is indented and steep-to and there are no dangers at a greater distance than a cable offshore. The island produces barley, wheat, olives and almonds. The population, in 1937, was 1,484.

At the north-western end of Khalkia there is a tower, situated about half a mile south-eastward of Kephalo point, its north-western extreme (*Lat.*  $36^{\circ} 14' N.$ , *Long.*  $27^{\circ} 33' E.$ ).

Trakhia point is the southern extreme of a peninsula, joined to the southern side of the island by a narrow isthmus, about 3 miles eastward of Myrtos point. Immediately northward of the isthmus, there is a castle standing on a hill, 1,000 feet (304<sup>m</sup>8) high, and the village of Khalkia lies close northward of the castle.

Emporio bay is situated at the south-eastern end of Khalkia, protected eastward by an islet, 257 feet (78<sup>m</sup>3) high, lying in the middle of the entrance, with a deep passage on either side of it. At the head of the bay there is a landing place off which small vessels, with local knowledge, can anchor securely in summer, but the holding ground is not good. The harbour is difficult of access during westerly winds, which come down in squalls from the high hills with which it is surrounded. A scirocco sends in a considerable sea.

There is regular steamer communication with other islands of the Dodecanese.

A light is occasionally exhibited, at an elevation of 39 feet (11<sup>m</sup>9), from a mast, 20 feet (6<sup>m</sup>1) in height, on the southern entrance point of the anchorage at the head of Emporio bay.

Alimnia, an island, 900 feet (274<sup>m</sup>3) high, lies with its southern extreme about 4 miles east-north-eastward of the eastern extreme of Khalkia; the island possesses a harbour on its south-western side, which, although the depths are considerable in the middle, has anchorage in depths of from 8 to 10 fathoms (14<sup>m</sup>6 to 18<sup>m</sup>3) off the village of Alimnia at its head. A spit, over which there is a depth of 3 fathoms (5<sup>m</sup>5), extends 3 cables north-eastward from the eastern entrance point, and an above-water rock, with a sunken rock close south-westward of it, lies close off Mermigas point, the western entrance point; there is a white pillar, about 6 feet (1<sup>m</sup>8) high, on the last-mentioned point. This harbour provides shelter in all winds; in places the bottom consists of smooth patches of rock rendering the holding ground treacherous, but at a distance of  $2\frac{1}{2}$  cables from the beach in the north-eastern creek in the harbour, there is excellent holding ground, clay. A vessel, when entering, should keep the western side aboard as there are sunken rocks lying close off the eastern side in places.

With winds between north and west, at times, there are breakers across the entrance of this bay, whilst the inner part is in almost complete calm.

Several islets, the positions of which can best be seen on the chart, lie between Khalkia and Alimnia, and south-eastward of the area between these two islands. Agios Theodoros, 320 feet (97<sup>m</sup>5) high, is the largest of these islets. A white beacon, in the form of a truncated pyramid, 10 feet (3<sup>m</sup>0) in height, stands on Shuka, an islet,

*Charts 872, 2836a, 2606, 2158b, 449.*

*Chart 1667.*

lying about a quarter of a mile eastward of Agios Theodoros. A shoal patch, on which there are some sunken rocks, lies about  $2\frac{1}{2}$  cables off the south-western end of Tragusa, an islet, 195 feet ( $59^m4$ ) high, lying about  $1\frac{1}{2}$  miles southward of the southern extreme of Alimnia. 5  
Nipuri (*Lat.*  $36^{\circ} 12' N.$ , *Long.*  $27^{\circ} 42' E.$ ), the southernmost of the islets, lies about  $2\frac{1}{2}$  miles north-north-westward of Cape Monolithos.

A rock, awash, lies about a quarter of a mile westward of Nisaki, an islet, situated about three-quarters of a mile north-north-westward of Nipuri; a  $2\frac{1}{2}$ -fathom ( $4^m6$ ) patch lies about 4 cables west-north-westward of Nisaki; and shoals, with depths of  $6\frac{1}{2}$  and  $5\frac{1}{2}$  fathoms ( $11^m4$  and  $10^m5$ ) over them, lie about  $1\frac{1}{2}$  and 4 cables, respectively, south-westward of the same islet. As it is possible that other shoals may lie in the vicinity, the passage between Nisaki and Kolophanas an islet, about  $1\frac{1}{2}$  miles north-westward, must be navigated with 15 caution.

Strongilo, an islet, lies about 3 miles north-eastward of Tragusa and three-quarters of a mile off the coast of Rhodes, with considerable depths between; Makri, an islet, with an above-water rock 4 cables off its south-western end, lies half a mile northward of Strongilo. 20

**North-western side of Rhodes.**—Between Cape Kopria and Kum burnu, 23 miles north-eastward, the coast consists of a sandy beach, inland of which there is a narrow cultivated plain; the portion of this coast between Cape Kopria and Agios Minas, a point about 7 miles north-eastward, has a reddish and arid appearance. 25

On the land, 553 feet ( $153^m3$ ) high, above Cape Kopria, there is a ruined castle. About a mile eastward of Cape Kopria, there is a small bay, fairly well sheltered from the west. In this bay the depths are convenient for anchoring, and there is a quay on its western side, but care must be taken to avoid a group of rocks lying, in the western approach to the bay, close off the entrance to two creeks; the western creek has a sandy beach, suitable for landing. There are some conspicuous windmills near the village of Kastelos, about  $1\frac{1}{2}$  miles south-eastward of Cape Kopria. 30

Agios Minas, a point on which there is a ruined tower, slopes evenly to the sea; Mount Elias, 2,620 feet ( $798^m6$ ) high and wooded, is situated about  $4\frac{1}{2}$  miles southward of Agios Minas and the reddish brown mass of Mount Attayaro rises further south-westward. A conspicuous white church stands at the eastern end of the village of Kalavarda, situated  $1\frac{1}{2}$  miles eastward of Agios Minas; a solitary windmill stands near the village of Phanez, about  $1\frac{1}{2}$  miles further east-north-eastward and a conspicuous brown church stands close eastward of Soroni, a village situated about  $1\frac{1}{2}$  miles east-north-eastward of Phanez. A solitary windmill stands on the beach between the village of Soroni and the village of Tholo, about  $1\frac{1}{2}$  miles north-eastward. 45

There is anchorage off Phanez in depths of from 11 to 12 fathoms ( $20^m1$  to  $21^m9$ ).

The village of Villa Nuova stands on the north-western slope of Mount Paradiso, 740 feet ( $225^m6$ ) high and flat-topped, situated about  $3\frac{1}{2}$  miles east-north-eastward of Tholo. There are two windmills on the coast at Villa Nuova.

**Trianda bay.**—Trianda bay lies between Kum burnu and a point about 4 miles south-westward. Between the western entrance point of

*Chart 1667.*

the bay and a point about  $1\frac{1}{2}$  miles south-westward of Kum burnu, the southern shore of the bay is covered with vegetation and there are a number of houses along it; thence for a short distance, the coast is high and rocky along the north-western slope of Mount Santo Stefano, which overlooks the city of Rhodes; further northward, abreast the suburb of Neo Khorio, the coast is low and sandy, but fairly steep-to.

The village of Trianda, situated about half a mile southward of the western entrance point of the bay, is dominated by the remarkable, solitary, rectangular-shaped peak of Mount Philereino, which is wooded and forms a good navigational mark for making Rhodes from eastward.

There is a short pier, with a depth of 8 feet ( $2^m4$ ) off the landing steps situated off the village of Cretese, about  $1\frac{1}{2}$  miles south-south-westward of Kum burnu lighthouse, and Brussali pier, with a depth of 13 feet ( $4^m0$ ) at its outer end, is situated at Neo Khorio, about half a mile south-south-westward of the same lighthouse.

There is a signal station, with which vessels can communicate during daylight only, on Mount Santo Stefano, about a mile south-south-westward of Kum burnu.

Kum burnu is low and sandy, but steep-to at the distance of half a cable; landing may be effected in ordinary weather on either side of the cape. A conspicuous hotel, with a dome, stands about 2 cables southward of the lighthouse.

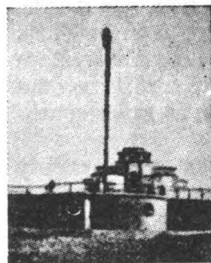
Small quantities of provisions may be obtained at Trianda.

**Lights.**—Two lights, vertically disposed, are occasionally exhibited, at elevations of 26 and 33 feet ( $7^m9$  and  $10^m0$ ), respectively, from a mast near the head of the pier off Cretese village.

A light is exhibited, at an elevation of 21 feet ( $6^m4$ ), from a post near the head of Brussali pier.

A light (*Lat.  $36^{\circ} 27' N.$ , Long.  $28^{\circ} 14' E.$* ) is exhibited, at an elevation of 52 feet ( $15^m8$ ), from an iron framework structure, 39 feet ( $11^m9$ ) in height, on Kum burnu. See view.

**Anchorage.**—During winter months, vessels unable to ride in the anchorage eastward of Rhodes, find shelter in Trianda bay, abreast the beach at Neo Khorio; south-easterly winds, however, raise a heavy surf in this bay. The best berth will be found at a convenient distance off



*Kum burnu lighthouse.*

Brussali pier and in line with it, but as the depths increase very rapidly offshore, this anchorage is not very safe. Vessels making a longer stay anchor off the pier at Cretese village, but it must be borne in mind that southward of the anchorage off Brussali pier, the depths rapidly decrease, depths of less than 3 fathoms ( $5^m5$ ) extending offshore, in the vicinity of the signal station, for about 2 cables.

**Telegraph cables.**—**Prohibited anchorage.**—Two telegraph cables are landed near Kum burnu. The landing place of each cable is marked by a red post surmounted by a green disc with a white "T" on it; anchorage is prohibited northward of a line, indicated on the chart by a pecked line, drawn in an easterly and westerly direction, through a position about 2 cables southward of Kum burnu lighthouse.

*Chart 1667.*

**Current.—Caution.**—The current between Rhodes and Asia Minor generally sets westward, but near Kum burnu, with winds between north and north-west, the current has a tendency to set towards that point. For the current in the anchorage eastward of Kum burnu 5  
(*Lat. 36° 27' N., Long. 28° 14' E.*) see page 268.

Great caution should be exercised when approaching Kum burnu with north-westerly, northerly and north-easterly winds.

*Chart 1667, plan of Rhodes harbours.*

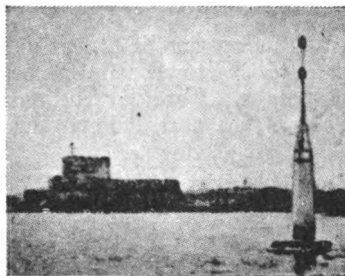
**Port of Rhodes.—Dangers in approach.**—The Port of Rhodes 10 consists of two artificial harbours, neither of which is suitable for large vessels. Porto del Mandracchio, the northern of these two harbours is entered between Posillipo (Lazzaretto) point, 9 cables south-eastward of Kum burnu lighthouse, and the northern extreme of an ancient mole extending northward from the coast, about a cable further south- 15 eastward; the tower of St. Nicola, close to which is the site of the Colossus of Rhodes, stands on the outer end of the ancient mole. Porto Mercantile, the southern of the two artificial harbours, lies at the southern end of the bight between the tower of St. Nicola and Kandia point, the northern extreme of St. Angelo mole, about 3½ cables 20 south-eastward. The round tower of St. Angelo, 87 feet (26<sup>m</sup>5) high, stands on the northern end of the mole.

Porto di Acandia, which is very shallow and in which there are two mooring buoys for seaplanes, lies between Kandia point and the northern extreme of a reef extending northward from the coast, about 25 a quarter of a mile south-eastward.

Colonna rocks, one of which is awash and marked on its south-eastern side by a light-beacon, are situated on a bank, with depths of less than 3 fathoms (5<sup>m</sup>5) over it, which extends north-north-eastward from Posillipo point for about 2 cables; the last-mentioned 30 point is connected to the light-beacon by a breakwater.

Khatar rocks, with a least depth of 15 feet (4<sup>m</sup>6) over them, lie about 2½ cables eastward of Kandia point, near the outer end of a bank, with depths of less than 3 fathoms (5<sup>m</sup>5) over it, which extends north-north-eastward from the extremity of the reef forming the eastern side 35 of Porto di Acandia for about 2½ cables. The mosque, situated a little westward of the pier on Posillipo point, seen well open northward of the tower of St. Nicola leads northward of Khatar rocks. This mosque is surmounted by a white ball and has a white minaret.

**Lights.**—Two lights, vertically disposed, are exhibited, at elevations 40 of 20 and 17 feet (6<sup>m</sup>1 and 5<sup>m</sup>2) respectively, from a black iron column on a masonry beacon, 10 feet (3<sup>m</sup>0) in height, on Colonna rocks. See view.

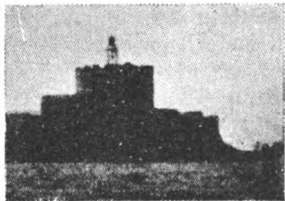


*Colonna rocks lighthouse.*

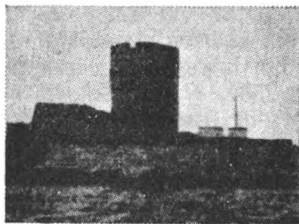
*Charts 872, 236, 2836a, 2606, 2158b, 449.*

*Chart 1667, plan of Rhodes harbours.*

A light (*Lat. 36° 27' N., Long. 28° 14' E.*) is exhibited, at an elevation of 85 feet (25<sup>m</sup>9), from a white tower situated on the tower of St. Nicola. *See view.*



*St. Nicola tower lighthouse.*



*Kandia point lighthouse.*

- 5 A light is exhibited, at an elevation of 44 feet (13<sup>m</sup>4), from a white iron column on a grey base situated on Kandia point. *See view.*

**Porto del Mandracchio.—Lights.—Buoy.**—The inner part of Porto del Mandracchio is protected eastward by the ancient mole, previously mentioned, its northern end is protected by two breakwaters, one extending westward from the tower of St. Nicola, and the other in an east-north-easterly direction from the shore opposite, leaving a narrow entrance into the harbour. On each breakwater head there is a stone pillar, that on the western side being surmounted by the figure of a stag and that on the eastern side, by one of a wolf. The land between the northern side of the western breakwater and the inner part of Posillipo point, about a cable northward, has been reclaimed.

There are some masonry pillars, used as mooring posts, on the eastern side of the mole on the eastern side of the harbour, close northward of three disused windmills.

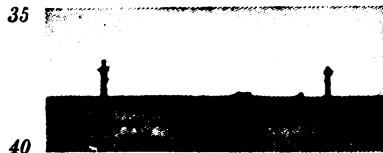
- 20 There is a short jetty, with a depth of about 3 feet (0<sup>m</sup>9) alongside, situated about half a cable southward of the western breakwater, and close southward of this jetty, there is another jetty with a T-shaped head; small craft can secure alongside the head of the latter jetty where there are depths of from 10 to 13 feet (3<sup>m</sup>0 to 4<sup>m</sup>0).

- 25 Most of the harbour has been dredged to a depth of 16½ feet (5<sup>m</sup>0), but the depths decrease rapidly towards the sides.

No sea from any direction is felt in the inner part of the port, but the scirocco causes such a sea in the entrance that vessels are unable to enter or leave.

- 30 A green spherical buoy marks the southern edge of the shallow bank fringing the southern side of Posillipo point (*Lat. 36° 27' N., Long. 28° 14' E.*).

A light is exhibited, at an elevation of 17 feet (5<sup>m</sup>2), from a masonry tower on the head of each breakwater at the entrance to the inner part of Porto del Mandracchio. *See view.*



*Breakwater lighthouses,  
Porto del Mandracchio.*

**Porto Mercantile.**—Porto Mercantile is protected eastward by St. Angelo mole, which extends northward from the eastern end of the city of Rhodes; rocky, foul ground

*Chart 1667, plan of Rhodes harbours.*

extends about three-quarters of a cable northward of the mole. A transverse mole, on the extremity of which are the remains of the Arab's tower, extends eastward from the northern end of the city towards the tower of St. Angelo; the harbour thus formed is a little more than a cable wide at the entrance. The harbour is open northward, and though the wind from that quarter does not cause much sea, it is not advisable for a vessel to remain with a fresh northerly wind. With north-westerly, westerly and south-westerly winds, the harbour provides good shelter, but the scirocco raises a heavy surf and cross sea, making the anchorage untenable, and it is then advisable to seek shelter in Trianda bay, page 263.

The greater part of the harbour has been dredged to a depth of 26 feet (7<sup>m</sup>9), and vessels drawing 22 feet (6<sup>m</sup>7) can berth alongside the quay on the eastern side of the harbour.

There is a detached mole, on which are several stone mooring bollards, on the western side of the harbour; this mole lies on a shallow bank, but there are depths of 13 feet (4<sup>m</sup>0) at a short distance off it and vessels, with local knowledge, can anchor off the mole and lie with their sterns secured to the bollards.

A mooring buoy is moored about 1½ cables south-westward of the tower of St. Angelo, and moorings, not marked by buoys, have been laid for the use of Italian men-of-war.

**Seaplane regulations.**—The following regulations are in force:—

The area of water fronting the entrances to Porto del Mandracchio, Porto Mercantile and Porto di Acanidia and comprised within a radius of 5½ cables (1,000<sup>m</sup>0) from the tower of St. Angelo is reserved for the movements of seaplanes when alighting and taking off. In case this is impracticable, owing to the state of the sea or for other reasons, they will alight or take off in a locality which will be indicated from time to time.

A black ball will be hoisted on the tower of St. Angelo five minutes before the arrival or departure of a seaplane, and will be lowered when the manoeuvre is completed. Such signal will be accompanied by a series of four short blasts on a siren.

Vessels about to cross the above area should delay entering this area or unmooring when the arrival or departure of a seaplane is signalled, and should remain thus until the manoeuvre is completed.

When, on the contrary, vessels are already under way, either arriving or departing, the seaplane will delay its departure or alighting until the area of water is entirely clear of vessels under way.

Vessels at anchor in the road should remain at their berths whilst a seaplane is alighting or taking off, and will suspend all boat communication with the shore during the period in which the ball is displayed on the tower of St. Angelo (*Lat. 36° 26' N., Long. 28° 14' E.*).

Pulling, motor, and sailing boats, as well as other small craft, which are passing through or stopping in the above area, immediately they hear the siren signal which accompanies the hoisting of the black ball on the tower of St. Angelo, should leave the above area as quickly as possible, proceeding to the nearest part of the coast.

In case it is impossible for these craft to do this, they should conduct themselves in such a manner that they do not interfere with the manoeuvres of the seaplane.

Motor or sailing craft which are in the sea area fronting the beaches

*Charts 872, 236, 2836a, 2606, 2158b, 449.*



*Chart 1667, plan of Rhodes harbours.*

of Posillipo point (*Lat. 36° 27' N., Long. 28° 14' E.*) and Acandia should abstain from entering the area referred to above during the time that the black ball is displayed on the tower of St. Angelo.

- 5 When the seaplane is in the sea, immediately after its arrival or before its departure, whether in tow or not, pulling, motor, and sailing boats, should whenever possible, leave the route clear for her.

They should always leave the entrance to Porto del Mandracchio clear.

- 10 **Anchorage.**—There is anchorage in the road off Rhodes harbours, with the tower of St. Nicola bearing between 273° and 287°, distant from 2 to 3 cables, in depths of from 9 to 13 fathoms (16<sup>m</sup>5 to 23<sup>m</sup>8); the bottom consists generally of sand, but in places there are small patches with better holding ground.

- 15 The anchorage is untenable in either south-easterly or north-easterly winds, but shelter can be obtained in Trianda bay, page 263, or in Marmarice harbour, *see* Mediterranean Pilot, Vol. V.

In fine weather a vessel can anchor off the mole southward of the tower of St. Nicola with her stern secured to the masonry pillars

- 20 previously mentioned.

During strong north-westerly winds, good shelter has been found about 2 miles south-south-eastward of the tower of St. Nicola, in a depth of 18 fathoms (32<sup>m</sup>9), mud, with good holding ground.

For prohibited anchorage, *see* page 264.

- 25 **Current.**—During the latter half of August, 1923, a north-going current was observed, close to the coast abreast the roadstead, which attained a rate of 1½ knots at 1430 on the 18th of August.

H.M.S. *London*, in October, 1930, found the rate of the northerly set to be as much as one knot against a strong north-westerly wind.

- 30 **Directions.**—Approaching the anchorage off the Port of Rhodes at night, a vessel should keep the light on the tower of St. Nicola bearing less than 278° until Kum burnu light bears 300°, or until she passes from the area covered by the *red* sector of Kandia point light to that covered by the *green* sector, on a bearing of 212°.

- 35 **City of Rhodes.**—The ancient city of Rhodes is enclosed by walls and is built in the form of an amphitheatre on ground rising gently from the coast. A town has been built round the ancient city in which are the more important buildings such as the cathedral and the Governor's palace. The market, a conspicuous building with a green  
40 roof and central dome, is situated on the south-western side of Porto del Mandracchio. There is a landing place where there is sufficient depth for steamboats to go alongside.

Rhodes is the seat of the Government of the Dodecanese and the headquarters of the military and naval commands of those islands.

- 45 The population, in 1932, was 16,150.

**Consular officer.**—A British consular officer is stationed at Rhodes.

**Trade.**—The principal exports are fruit, wine and spirits; the imports are cotton and woollen goods, cereals, flour, sugar, tobacco, coffee and vegetables.

- 50 **Communications.**—There is regular steamer communication with Italy, Alexandria, the Piræus, and the other islands of the group. There is a regular air service with Brindisi and the Piræus.

Rhodes is connected to the general telegraph system, and is connected to the general telephone system of the island.

*Chart 872, 236, 2836a, 2606, 2158b, 449.*

*Chart 1667, plan of Rhodes harbours.*

There is a W/T station, page 23, situated  $1\frac{1}{2}$  miles southward of the tower of St. Nicola.

**Port facilities.—Supplies.**—There is a hospital in the town.

Provisions are obtainable. Water is supplied in tank vessels, at the rate of 15 tons an hour, on application to the harbour-master. 5

A small quantity of coal, which can be supplied either alongside or at anchor at rates of from 15 to 25 tons an hour, is kept in stock.

A small quantity of fuel oil is kept in stock.

Small repairs to hull and machinery can be executed. 10

Lighters of a maximum capacity of 80 tons are available, and there is one small tug.

Deratization can be effected.

*Chart 1898.*

**PISKOPI.**—This island lies with Kinduno point (*Lat.*  $36^{\circ} 22' N.$ , *Long.*  $27^{\circ} 26' E.$ ), its southern extreme, about 10 miles north-westward of Kephalo point, the north-western extreme of Khalkia, page 262. The coasts of the island are generally rugged, precipitous, and steep-to. Piskopi is mountainous except for a plain at its northern end; Mount Agios Elias, the summit, situated at the north-western end of the island, is elevated 2,136 feet (651<sup>m</sup>0). There are two villages in the above-mentioned plain, which is cultivated and produces barley, wheat, grapes, olives, almonds and figs. The coast of the island is indented. The population, in 1937, was 1,229. 20

A rocky shoal lies close southward of Kinduno point. 25

Piskopi head, the eastern extreme of the island, about  $3\frac{1}{2}$  miles north-eastward of Kinduno point, rises to an elevation of 1,620 feet (493<sup>m</sup>8) a short distance inland and is steep-to.

Anti Tilo, an islet, 482 feet (146<sup>m</sup>9) high and steep-to, is separated from the south-eastern side of Piskopi by a channel about  $1\frac{1}{2}$  miles wide in which the depths are considerable. The passage between Anti Tilo and Khalkia is clear of dangers and the depths in it are considerable. 30

On the south-western side of Piskopi, a shoal, with a depth of 3 fathoms (5<sup>m</sup>5) over it, extends about 2 cables southward from Kavo Pelagusa, situated about three-quarters of a mile west-north-westward of Kinduno point. A reef, partly sunken, extends about 2 cables southward from Kavo Maru, situated about a mile north-north-westward of Kavo Pelagusa. 35

Megalo bay is entered between Kavo Maru and a point about  $2\frac{1}{2}$  miles north-westward; Agios Andreas, an islet, lies close southward of the western entrance point. Megalo bay is divided into two bays by a projection on its north-western side, that of Eristos lies on the eastern side of the projection and that of Kamara, on the south-western side. The head of Megalo bay is fringed by a narrow shallow bank. 40

Near the head of Eristos bay there is anchorage in depths of from 12 to 16 fathoms (21<sup>m</sup>9 to 29<sup>m</sup>3), sand, but closer in the bottom is rocky.

The north-western coast of Piskopi consists of lofty cliffs; two above-water rocks lie, close offshore, about three-quarters of a mile southward of Spano point (*Lat.*  $36^{\circ} 28' N.$ , *Long.*  $27^{\circ} 20' E.$ ), the north-western extreme, situated 4 miles north-north-westward of Agios Andreas. 50

*Charts 872, 2836a, 2606, 2158b, 449.*

*Chart 1898.*

Gaidaro, an island, 512 feet (156<sup>m</sup>1) high, and steep-to, is separated from the north-western end of Piskopi by a channel half a mile wide, in which the depths are considerable.

- 5 Plagio bay, situated on the northern side of Piskopi, is open northward; the two entrance points and the western side of this bay are skirted by above-water and sunken rocks. Skala lies at the head of the bay and is protected by two short breakwaters, within which there is landing for boats. Vessels lie off the haven in depths of from  
10 8 to 10 fathoms (14<sup>m</sup>6 to 18<sup>m</sup>3), sand, but the holding ground is bad. With smooth water, small vessels may anchor, in a depth of 5½ fathoms (10<sup>m</sup>1), about 1½ cables north-north-westward of the outer breakwater. A swell, attended by a current, frequently sets in before a north-westerly wind, which renders it difficult for a sailing vessel to leave.  
15 An isolated windmill stands on the coast about 2½ cables westward of Skala.

Skala is connected to the general telegraph and telephone systems, and there is regular steamer communication with the other islands of the group.

- 20 On the north-eastern side of Piskopi, Livadia bay lies between a point, close off which there is an above-water rock, about 2½ miles north-westward of Piskopi head, and a point about three-quarters of a mile further north-westward. Each entrance point is marked by a conspicuous white masonry pillar, in the form of a truncated pyramid.  
25 Livadia bay, though exposed to north-easterly winds, is considered the safest anchorage in Piskopi. The depths in the middle of the bay are considerable, but near the sides, which are fringed by a narrow shallow bank, they decrease rapidly; there are no dangers at a greater distance than 1½ cables offshore. There is anchorage in the south-  
30 eastern part of the bay, in depths of 11 fathoms (20<sup>m</sup>1), good holding ground, abreast a small camber. In fine weather, a vessel may secure her stern to the jetty protecting the camber. A convenient berth was reported, in 1939, to be with the cathedral, situated in the south-western part of the bay, bearing 250°, distant about 2½ cables, and a  
35 tower, about 3½ cables north-westward of the cathedral, bearing 290°; this is a good anchorage during south-easterly or south-south-westerly winds.

Two submarine telegraph cables are landed in Livadia bay.

- Gaidaro-nisi lies, close offshore, about half a mile northward of  
40 the north-western entrance point of Livadia bay. Prasuda, an above-water rock, lies about half a mile north-westward of Gaidaro-nisi, and short distance offshore; each is surrounded by a shallow bank and there is no passage between them and the coast.

- 45 **Outlying islet.**—**Light.**—Kandeliusa, an islet, 338 feet (103<sup>m</sup>0) high, lies about 16 miles west-north-westward of Spano point, the north-western extreme of Piskopi. A shoal, with a depth of 7 feet (2<sup>m</sup>1) over it, lies about 3 cables south-westward of the lighthouse.

- 50 A light (*Lat.* 36° 30' N., *Long.* 26° 59' E.) is exhibited, at an elevation of 180 feet (54<sup>m</sup>9), from a white tower on a dwelling, 59 feet (18<sup>m</sup>0) in height, on the south-western end of Kandeliusa. See view.



*Kandeliusa  
lighthouse.*

*Charts 872, 2836a, 2606, 2158b, 449.*

*Chart 1898.*

**NISEROS.—Danger.—Lights.**—Cape Lutros, the south-eastern extreme of Niseros, lies about  $7\frac{1}{2}$  miles north-westward of Spano point. Niseros is composed of rocky, volcanic mountains. Mount Profeta Elia, the summit, 2,290 feet (698<sup>m</sup>) high, is situated near the centre of the island. The sides of the island, on which there are groves of fruit trees, are precipitous, and are terraced. The coast is inaccessible except at Mandraki near the north-western extreme of the island, and is bordered in places by above-water and sunken rocks, lying close offshore.

The population of Niseros, in 1937, was 3,497. The island produces barley, grapes, almonds, olive oil, vegetables and beech nuts; it contains many hot springs.

On the western side of the island, a rocky patch, with a depth of 3 feet (0<sup>m</sup>9) over it, lies about 4 cables north-north-westward of Petrodi point, the south-western extreme of the island, with considerable depths between it and the coast. A shallow bank, about 2 cables wide, extends from the north-eastern end of the island.

Mandraki, the principal village, close to which stands a castle, is situated at the north-western end of Niseros. It may be distinguished from a distance by the ruins of the ancient town of Nisyros, which stand on a headland close south-westward of the village. The bathing establishment near Mandraki is a conspicuous building.

Steam vessels usually lie off Mandraki without anchoring.

A small mole extends in a north-easterly direction offshore at a short distance eastward of Mandraki. This mole provides shelter for small sailing craft in nearly all winds except those from north-eastward. There are depths of 15 feet (4<sup>m</sup>6) off the mole head. A vessel may anchor at a distance of  $1\frac{1}{2}$  cables off the mole, in a depth of 16 fathoms (29<sup>m</sup>3).

A light (*Lat.*  $36^{\circ} 37' N.$ , *Long.*  $27^{\circ} 10' E.$ ) is exhibited, at an elevation of 28 feet (8<sup>m</sup>5), from a pole on a masonry hut, on the head of the mole at Mandraki.

Mandraki is connected to the general telegraph system, and there is steamer communication with other islands of the group.

Skala, where there is a small harbour, enclosed by two moles, lies on the northern side of Niseros, about  $1\frac{1}{2}$  miles eastward of Mandraki. In fine weather, during summer, a vessel may anchor off the harbour at Skala.

A light is exhibited, at an elevation of 13 feet (4<sup>m</sup>0), from a mast on the head of the eastern mole at Skala.

**Off-lying islets.—Dangers.**—Pasha, an islet, 459 feet (139<sup>m</sup>9) high, lies about 2 miles westward of Petrodi point, the south-western extreme of Niseros. A rocky shoal, with a depth of 3 feet (0<sup>m</sup>9) over it and not easily seen, lies about half a mile east-north-eastward of the north-eastern extreme of Pasha. This shoal and the shoal lying north-north-westward of Petrodi point, previously mentioned, are the only dangers in the passage between Niseros and Pasha.

Perigusa, an islet, 240 feet (73<sup>m</sup>1) high, about  $1\frac{1}{2}$  miles north-westward of Pasha, is bordered by a shallow, rocky bank, which extends about  $1\frac{1}{2}$  cables off the south-eastern end of the island; there is an above-water rock near the edge of the coastal bank, about a cable southward of the islet. The passage between Pasha and Perigusa is clear of dangers with the exception of the bank extending south-east-

*Chart 1898.*

ward from the latter. During westerly winds, a small vessel might anchor close offshore in the bight on the eastern side of Perigusa.

- Yali, an islet, lies with its southern extreme about  $1\frac{1}{2}$  miles north-  
 5 north-westward of the north-western extreme of Niseros. It consists of two portions united by a low isthmus, the northern part being 590 feet (179<sup>m</sup>8), and the southern part 574 feet (175<sup>m</sup>0), high; the coast is bordered by a shallow bank on which there are sunken rocks and which, on the south-eastern side, is as much as half a mile wide.  
 10 A rocky shoal, with a depth of 2 feet (0<sup>m</sup>6) over it, lies 4 cables south-westward of the southern extreme of Yali. The eastern extreme of the same islet, bearing 034°, and open eastward of Agios Antonios, leads eastward of this shoal.

- An isolated above-water rock lies about a mile north-north-east-  
 15 ward of the southern extreme of Yali and  $2\frac{1}{2}$  cables off its south-eastern side.

- Agios Antonios, an islet, lies a short distance southward of the north-eastern part of Yali to which it is connected by a shallow bank. A group of rocky patches, on one of which there is an above-water  
 20 rock, lies 2 cables south-south-eastward of Agios Antonios; between these dangers and the islet, the depths are considerable.

- During north-westerly winds, which blow continuously in summer off the coast of Niseros, there is anchorage for vessels, with local knowledge, in the northernmost part of the bight in the south-eastern  
 25 side of Yali, in depths of from 3 to 4 fathoms (5<sup>m</sup>5 to 7<sup>m</sup>3); this anchorage is not easy of access at night, on account of the foul ground in the approach.

- The passage between the northern end of Yali and Andemaki point, on the south-eastern side of Kos, about  $4\frac{1}{2}$  miles northward, is clear  
 30 of dangers except for a bank, with depths of less than 5 fathoms (9<sup>m</sup>1) over it, which extends south-westward from a point, situated half a mile westward of Andemaki point, for a distance of about half a mile.

- Strongyli, an islet, 413 feet (125<sup>m</sup>9) high, lies about 2 miles eastward  
 35 of the northern extreme of Yali.

**Current.**—The current runs strongly round Niseros and the surrounding islands, at uncertain times and in various directions.

*Chart 1604.*

- SYMI.**—**General description.**—Symi, an arid and mountainous  
 40 island, 2,021 feet (616<sup>m</sup>0) high, is situated off the coast of Asia Minor about 27 miles eastward of Niseros and is considerably indented. The island produces small quantities of wheat, grapes, olives, and tobacco; sponges are procured off its western and south-western sides.

- 45 The population of Symi, in 1937, was 6,303.

The town of Symi stands on a hill above Port Symi on the north-eastern side of the island.

- South-western and north-western sides of Symi.**—**Light.**—Seskli, an islet, 384 feet (117<sup>m</sup>0) high, is separated from the southern  
 50 end of Symi by Seskli strait, about 4 cables wide, in which the depths are considerable and which is clear of dangers; some above-water rocks lie close off the eastern end of Seskli (*Lat.* 36° 31' N., *Long.* 27° 55' E.).

*Charts 872, 2836a, 2606, 2158b, 449.*

*Chart 1604.*

Trambeto, an islet, 285 feet (86<sup>m</sup>9) high, lies about 1½ cables off the south-eastern side of Seskli, and another islet lies close off its western side.

Panormiotes harbour is situated on the western side of the southern end of Symi; the entrance to the harbour is about a cable wide and lies about a mile north-eastward of Patos point, the south-western extreme of the island. This harbour provides excellent shelter for small vessels, with local knowledge, in depths of from 21 to 23 feet (6<sup>m</sup>4 to 7<sup>m</sup>0). A windmill stands on the eastern side of the entrance and the monastery of Panormiotes, surrounded by a wall, is situated near the head of the harbour. A small quantity of provisions may be obtained.

A vessel approaching from southward should give Patos point a reasonable berth, as sunken rocks extend off it for a short distance, and then keep the coast aboard until the entrance is open. A vessel entering should keep in mid-channel and steer for the belfry of the monastery.

The western coast of Symi is cliffy and much indented. A chain of four rocky islets extends for a distance of 1½ miles from a rocky projection, situated about 4 miles north-westward of Patos point. The Diavates are the three north-easternmost of the chain; they lie close to one another and are foul all round at a short distance off them. Marmara, the outermost islet of the chain, is separated from the others by a passage about half a mile wide; rocks, one of which is above water, and the others sunken, extend a short distance southward of Marmara (*Lat.* 36° 34' N., *Long.* 27° 47' E.).

Oxa, an islet, lies close off the north-western side of Symi, about 4½ miles north-eastward of Marmara, and the islets of Plati and Kondros lie about one and 1½ miles further north-eastward and about half a mile off the coast of Symi.

Nimos, an island, 1,181 feet (360<sup>m</sup>0) high, lies close off the northern end of Symi, separated by a very narrow passage, in the fairway of which there are depths of from 2 to 2½ fathoms (3<sup>m</sup>7 to 4<sup>m</sup>6). Skilo, an above-water rock, steep-to on its eastern side, lies close off the southern part of the eastern side of Nimos.

**Eastern side of Symi.**—Between the southern extreme of Symi and Philonika point, about 5½ miles northward, there are several bays formed between the spurs from the high land; these bays are all open eastward and the depths in them are considerable.

The entrance to Pethi harbour, which is open north-eastward, lies about half a mile westward of Philonika point. The entrance, in which the depths are considerable is very narrow and is difficult of access, especially at night, on account of an above-water rock standing almost in the middle. Within the entrance there are depths of from 5 to 20 fathoms (9<sup>m</sup>1 to 36<sup>m</sup>6), good holding ground; there are sandy beaches at the head of the harbour.

In the approach to Pethi harbour, the town of Symi, several windmills, and a circular building are visible on the hill westward of the harbour.

**Symi bay.**—This bay is situated at the north-eastern end of Symi, and is entered between Kut-sumba point, situated about three-quarters of a mile northward of Philonika point, and the south-eastern extreme of Nimos, about 1½ miles further north-north-west-

*Chart 1604.*

ward; the southern side of the island of Nimos forms the outer part of the northern side of Symi bay. Nemborio bay, the entrance to which is narrow, lies at the head of Symi bay, separated from Port 5 Symi, eastward of it, by a rocky projection about half a mile across. The depths in Symi bay are considerable, but off the beach at the head of Nemborio bay there are depths of from 14 to 20 fathoms (25<sup>m</sup>6 to 36<sup>m</sup>6). In winter, the scirocco causes a sea in Nemborio bay which is deflected from the southern coast of Nimos.

10 *Chart 1669, plan of Port Symi.*

Port Symi is enclosed by mountainous land; it is frequented by vessels of from 200 to 300 tons which anchor near the centre and then haul themselves alongside the quay which extends round the sides of the harbour, where there are bollards for making fast. The larger 15 vessels lie on the western side and the smaller on the eastern side; in the winter, the harbour is densely crowded with small vessels. On the western side of the entrance, there is a jetty on which stands a clock-tower; a short iron pier extends southward from this jetty.

The most convenient berth is with the anchor in a depth of 27 fathoms 20 (49<sup>m</sup>4), just within the entrance, and the stern hauled in abreast the slaughter-house quay, which is situated in the middle of the southern side of the harbour. Another berth is to anchor with the clock-tower bearing 250°, distant about three-quarters of a cable, and after securing the stern to the mooring buoy southward of the jetty, 25 haul in to the clock-tower jetty. There is a depth of 16 feet (4<sup>m</sup>9) a short distance off the southern side of the iron pier extending from the clock-tower jetty.

At times, violent north-easterly squalls, unsteady in direction, render the anchorage unsafe.

30 **Lights.**—A light is exhibited, at an elevation of 15 feet (4<sup>m</sup>6), from an iron tripod, 11 feet (3<sup>m</sup>4) in height, on the pier.

*Chart 1604.*

A light is occasionally exhibited on Kut-sumba point (*Lat.* 36° 38' N., *Long.* 27° 55' E.).

35 **Port facilities.**—There is regular steamer communication with other islands of the group.

The town of Symi, a quarter of a mile southward of the port, is connected to the general telegraph system and to the telephone system of the island. Small quantities of provisions can be obtained.

40 A small quantity of fuel oil is kept in stock.

Repairs to small motor craft can be executed. Some 20-ton lighters are available.

*Chart 1667.*

**Rhodes channel.**—This channel, about 9 miles wide in its narrowest 45 part, lies between the island of Rhodes, on its south-eastern side, and that portion of the coast of Asia Minor which lies between Kara burun (Cape Alupo), situated about 13 miles north-westward of Kum burnu, page 263, and a point about 7 miles east-north-eastward, on its north-western side.

50 The channel is clear of dangers in the fairway and the depths in it are considerable.

The north-western side of the channel, and the coast further eastward, are described in *Mediterranean Pilot*, Volume V.

**Current.**—See page 265.

*Charts 1604, 872, 236, 2836a, 2606, 2158b, 449.*

*Chart 1604.*

**COAST OF ASIA MINOR.**—Kara burun is the south-western extreme of a peninsula extending south-westward from the mainland of Asia Minor. A sunken rock lies close off the cape. The coast between Kara burun and Kızıl burun (Cape Volpé), about 3 miles north-north-westward, is rugged. Orta burun lies nearly midway between the two last-mentioned capes, with the bay of Karamaki on its northern side; at the head of this bay there is a small cliffy creek and some ruins.

**Sömbeki körfezi.**—**Dangers.**—Sömbeki körfezi (Gulf of Symi) is entered between Kızıl burun and Boz burun (Cape Apostoli), the western extreme of a promontory, about  $4\frac{1}{2}$  miles northward. The southern entrance point is fringed by a narrow, shallow bank which is steep-to.

Mesia bank, with a depth of 9 fathoms ( $16^m5$ ) over it, lies in the northern approach to Sömbeki körfezi, about  $1\frac{1}{2}$  miles west-north-westward of Boz burun, and Age Latha, a group of rocks, which are awash and steep-to, lies about  $3\frac{1}{2}$  cables south-westward of the same cape, with considerable depths between.

On the southern side of the gulf, İncirli ada (Miniko) lies about 2 miles east-north-eastward of Kızıl burun and 3 cables offshore. An above-water rock, with a sunken rock close north-westward of it, lies about 3 cables south-westward of İncirli ada, off the entrance to a cove.

Hayırsız ada (Petro) (*Lat.  $36^{\circ} 37' N.$ , Long.  $28^{\circ} 04' E.$* ) lies about  $1\frac{1}{2}$  miles eastward of İncirli ada and half a mile offshore; both of these islets are steep-to.

On the north-western side of the gulf there is a cove about 4 cables eastward of Boz burun, with a depth of 10 fathoms ( $18^m3$ ) at its head; rocks extend off both entrance points of this cove and are steep-to. Tavşan adası (Khaskos) lies about  $2\frac{1}{2}$  miles eastward of Boz burun and is separated from a sandy beach on the mainland by a narrow passage, in the fairway of which there are depths of  $1\frac{1}{2}$  fathoms ( $2^m7$ ).

**Head of Sömbeki körfezi.**—Several islands and bays lie at the head of this gulf. Fenaket adası (Makri) lies about  $1\frac{1}{2}$  miles eastward of Hayırsız ada and 4 cables offshore. Yassı ada (Plati), with Değirmenli ada (Aulaki) about 2 cables north-north-eastward, lies about 3 cables north-westward of Fenaket adası. There is no passage between these three islets; they lie in the approach to Söğüt limanı (Saranta bay) which occupies the eastern end of Sömbeki körfezi. The north-western side of Söğüt limanı is formed by a projection extending in a south-westerly direction from the coast; Söğüt adası (Kamari) lies close off the southern end of this projection connected to it by a shoal. Sunken rocks lie close off the eastern side of Söğüt adası, about half a mile from its southern extreme. The eastern side of Söğüt limanı is bordered in places by narrow, shallow banks, and there is a sunken rock lying a short distance offshore at the head of the bay.

Mount Kara Esek, 1,780 feet ( $542^m5$ ) high, lies on the south-eastern side of the entrance to Söğüt limanı; northward of this mountain, there are some ancient ruins. The village of Saud or Saranta is situated at the head of the bay; the remains of an ancient fortress stand on a hill about three-quarters of a mile south-eastward of Saud.

A vessel may pass into Söğüt limanı either northward of Değirmenli ada or southward of Fenaket adası.

*Charts 872, 236, 2836a, 2606, 2158b, 449.*



*Chart 1604.*

Zeytin adası (Lebunia) lies a short distance westward of the northern end of Sögüt adası, to which it is connected by a shallow bank. Two islets and a sunken rock lie close off the western end of Zeytin adası.

- 5 The latter islet lies in the approach to a bay north-eastward of it, in which the depths are too great for anchoring.

- Kızıl ada (Vunos) lies on the western side of the approach to Boz burun (Badalena) limanı; the northern end of Kızıl ada lies about a mile eastward of Tavşan adası, page 275, and a cable off the northern  
10 side of the head of Sömbeki körfezi, leaving a narrow passage with rocks on either side, carrying depths of from 2 to 3 fathoms (3<sup>m</sup>7 to 5<sup>m</sup>5).

- Boz burun limanı is entered between Kiliselice ada (Agia Varvarah), lying close offshore about 2 cables eastward of the northern end of  
15 Kızıl ada, and a point about 3 cables east-north-eastward. An islet, on which there are some ruins, lies nearly in the middle of the bay. In the north-western portion of the bay, a shoal, with a depth of 1½ fathoms (2<sup>m</sup>7) at its outer end, extends about 2 cables from a small projection. About three-quarters of a mile east-north-eastward of the  
20 head of the bay, there are the remains of a mediæval fortress.

- A vessel entering Boz burun limanı should round the southern end of Kiliselice ada, pass between Kiliselice ada, on the western side, and the eastern entrance point; thence eastward of the islet near the middle of the bay. The depths in mid-channel are considerable and the only  
25 danger to be avoided is the shallow bank extending from the north-western side of the bay.

- Hisar önü körfezi.—General description.**—Hisar önü körfezi (Gulf of Doris) is entered between Boz burun (*Lat.* 36° 41' N., *Long.* 28° 00' E.), page 275, and İnce burun (Injah point), about 14 miles  
30 westward; Symi and Nimos, page 273, lie in the approach from southward. The northern side of the gulf is formed by the inner part of the southern side of the Dorian promontory. Hisarönü liman (Arineh bay) is situated at the head of Hisar önü körfezi.

- The Dorian promontory extends westward from the coast of Asia  
35 Minor, to which it is connected by the Dorian isthmus, situated about 7½ miles north-eastward of Boz burun. The promontory separates Hisar önü körfezi from Kerme körfezi. A mountainous ridge runs through the centre of the promontory from the isthmus, westward, for about 15 miles, when it slopes gradually, but, rises again further  
40 westward, forming a mass which attains an elevation of 3,855 feet (1,175<sup>m</sup>0). The southern side of the promontory is indented by several coves or bays, and is barren and of a reddish colour; it forms a strong contrast with the south-eastern side of the gulf, which is considerably more indented.

- 45 **Northern side of Hisar önü körfezi.**—İnce burun is the southern extreme of a narrow tongue, projecting east-south-eastward, which is the south-eastern termination of the mountainous mass forming the western part of the Dorian promontory; the point is steep-to.

- An islet, fringed with sunken rocks which are steep-to, lies in the  
50 south-western approach to Reşadiye (Datcha) körfezi, about 4½ miles northward of İnce burun and about three-quarters of a mile off-shore.

There is anchorage for small vessels off the cove in the southern part of Reşadiye (Chatalia) limanı, situated about 3½ miles northward

*Charts 872, 236, 2836a, 2606, 2158b, 449.*

*Chart 1604.*

of İnce burun. The town of Reşadiye (Datcha) stands on rising ground about  $1\frac{1}{2}$  miles north-westward.

Reşadiye körfezi, the shores of which consist of a sandy beach, lies between the northern entrance point of Reşadiye limanı, situated about  $4\frac{1}{2}$  miles northward of İnce burun, and a rocky point, about 4 miles east-north-eastward. There are some ancient ruins on the south-western entrance point. Ayak ada, on which there are some ancient ruins, lies close south-westward of the eastern entrance point, on a shoal which extends south-westward from the point for about half a mile. Yassı (Aiak) ada lies about 3 cables westward of the southern extreme of Ayak ada, with a group of above-water and sunken rocks between. Yassı ada is surrounded by a reef, partly above water, which is as much as  $1\frac{1}{2}$  cables wide on its north-western side.

Reşadiye körfezi affords anchorage well-sheltered from all winds from south-west, through north, to east, in depths of from 6 to 25 fathoms ( $11^m0$  to  $45^m7$ ), mud; two streams flow into the sea on the north-western side of the bay. Emecik dağ (Mount Emeji), 2,434 feet ( $742^m0$ ) high, the summit of the ridge which runs through the eastern part of the Dorian promontory, stands about  $2\frac{1}{2}$  miles north-north-eastward of the north-eastern entrance point of Reşadiye körfezi.

Between the last-mentioned point and a point, about  $1\frac{1}{2}$  miles east-north-eastward, a number of above-water and sunken rocks lie off the coast, the outermost, Kara inciz ada (Gull rock), 8 feet ( $2^m4$ ) high and steep-to, at a distance of about 4 cables.

Şeytan or Karabük burnu lies about 3 miles eastward of the north-eastern entrance point of Reşadiye körfezi; Çiftlik (Ano Armakitha) limanı is entered between a point about  $1\frac{1}{2}$  miles eastward of Şeytan burnu and Adatepe burnu (Kara point), about  $1\frac{1}{2}$  miles further eastward. Adatepe burnu (*Lat.*  $36^\circ 44' N.$ , *Long.*  $27^\circ 56' E.$ ) is the extremity of a promontory, connected to the mainland by a sandy isthmus which divides the head of Çiftlik limanı from that of Kochini bay. An islet, surrounded by a shoal, lies close off the south-western extreme of Adatepe burnu, and, about half a mile northward of this islet, a detached shoal, with a depth of 3 feet ( $0^m9$ ) over it, lies about 2 cables off the eastern side of Çiftlik limanı. The north-western side and the head of this bay are bordered by a narrow bank and the shore is sandy.

Kochini bay is entered between Adatepe burnu and Noragan burun (Orta point), about a mile eastward; a rocky shoal extends for a short distance off the latter point. A group of above-water and sunken rocks lies close off the north-eastern side of Kochini bay, from about 4 to 8 cables north-westward of Noragan burun. This bay affords anchorage in a depth of 15 fathoms ( $27^m4$ ), mud, in the north-western part of the bay, or further in if necessary.

**Head of Hisar önü körfezi.**—The head of this gulf is entered between Noragan burun and Boz burun, page 275. Between Boz burun and the southern entrance point of Deliktaş bükü (Losta bay), about 7 miles north-eastward, the south-eastern side of the head of Hisar önü körfezi is indented and fronted by five islets. Kadı adası (Oneah), the south-westernmost of the group, lies a short distance northward of a point situated about  $1\frac{1}{2}$  miles north-eastward of Boz

*Chart 1604.*

burun. This point is foul for a short distance offshore and two above-water rocks lie close off the northern side of Kadi adası (*Lat. 36° 42' N., Long. 28° 02' E.*). The islets of Topan adası (İkinji) and Uzun 5 ada (Mikalé) lie about 4 and 9 cables, respectively, north-eastward of Kadi adası; there are narrow passages between these three islets and also between them and the coast.

Koca ada (Kaloyeri) lies about 4 cables eastward of Uzun ada; the south-western end of Koca ada is bordered by a narrow, shallow 10 bank, and there is a narrow passage, in the fairway of which there is a depth of 15 fathoms (27<sup>m</sup>4), between this bank and a similar bank which extends off a point on the mainland southward. Kameriye adası (Karamea) lies about three-quarters of a mile eastward of Koca 15 ada, with considerable depths between. The southern and south-eastern sides of Kameriye adası are fringed with sunken rocks, but the passage between it and the coast south-eastward, with the exception of an above-water rock situated a short distance within the eastern entrance, is clear of dangers and the depths in it are considerable. On the mainland southward of the channel between Koca ada and 20 Kameriye adası there are conspicuous bold and precipitous cliffs.

On the northern side of the head of Hisar önü körfezi, between Noragan burun and Pinnacle point, about 6½ miles eastward, the coast is indented. A shoal, with a depth of 5 fathoms (9<sup>m</sup>1) over it, lies in the approach to Lindos bükü (Lintos), half a mile south-westward 25 of its eastern entrance point, which is situated about 4½ miles east-north-eastward of Noragan burun; a shoal, with a depth of one fathom (1<sup>m</sup>8) over it, lies close off the eastern entrance point of Lindos bükü.

Dişlice adası (Kophinitha) lies in the approach to Pencik bükü, 30 about three-quarters of a mile westward of Pinnacle point. A reef extends 1½ cables from the northern side of Dişlice adası, with depths of 15 fathoms (27<sup>m</sup>4) in the fairway of the narrow passage between it and the western entrance point of Pencik bükü north-westward.

Sunk rock, with a depth of one fathom (1<sup>m</sup>8) over it, lies 3 cables 35 south-south-westward of Pinnacle point.

The passage between Dişlice adası and the coast north-eastward is clear of dangers. \*The head of Pencik bükü lies on the southern side of the Dorian isthmus; a sunken rock lies close off the western side of the inlet about half a mile from the head.

40 Deliktaş bükü (Losta bay) lies on the south-eastern side of the head of Hisar önü körfezi, and is entered between a point, situated about 1½ miles south-eastward of Pinnacle point and another point about a mile southward. On the northern side of Deliktaş bükü, about 2 miles eastward of the northern entrance point, there are 45 some remains of a castle on the summit of a hill. Port Losta lies on the southern side of the bay. A rock, with a depth of 3 feet (0<sup>m</sup>9) over it, lies a quarter of a mile southward of the western entrance point of Port Losta and a short distance offshore, and an above-water rock with a shallow bank extending a short distance southward of it, 50 lies a quarter of a mile westward of the eastern entrance point. The village of Bozburun (Losta) is situated at the head of Port Losta.

Hisarönü liman (Arineh bay), a continuation north-eastward of Hisar önü körfezi, is entered between Pinnacle point and the northern entrance point of Deliktaş bükü. There are indentations on either

*Chart 1604.*

side of this bay and a sandy shore at its head ; depths, suitable for anchoring, can be found in every part of it.

Pinnacle point is the southern extreme of a projection which forms the south-western side of a small bight ; Thiaspori, an islet fringed by rocks, lies in the south-eastern approach to this bight, close off the entrance points. 5

Kargi adası (Koraka), which is fringed by rocks on its northern side, lies close off the south-eastern entrance point of Hisarönü liman ; it is connected to the coast eastward by a shoal, over which there are depths of 5 fathoms (9<sup>m</sup>1) or less. 10

The western entrance point of Pedalo bay, close eastward of which above-water and sunken rocks extend for a short distance offshore, lies about 1½ miles north-eastward of the south-eastern entrance point of Hisarönü liman. Pedalo bay, at the head of which there is a beach, is separated from Port Kiervasili, a short distance eastward, by a projection, the extremity of which is bordered by rocks. Port Kiervasili is a narrow inlet, and about half a mile from its head is contracted by an islet, joined to its western side by a shallow bank. The eastern side mainly consists of a beach bordered by a narrow shallow bank, with a lagoon at the southern end. The village of Kiervasili lies about three-quarters of a mile eastward of the head of the port and Arin dagh, 2,753 feet (839<sup>m</sup>1) high, with some ruins three-quarters of a mile north-westward of it, stands about 1½ miles north-eastward of the village. 15 20 25

The village of Hisarönü (Arineh) (*Lat.* 36° 47' N., *Long.* 28° 12' E.) lies about 1½ miles inland from the eastern side of the bay.

**South coast of Dorian promontory.**—Between İnce burun, page 276, and Palamut burnu (Cape Palamida) (*Lat.* 36° 39' N., *Long.* 27° 31' E.), about 10 miles westward, the coast is indented and some of the projecting points are bordered by rocks. Bük (Baba) ada, which lies about 1½ miles north-eastward of Palamut burnu and half a mile offshore, is steep-to with the exception of a sunken rock close south-eastward of its southern end. Epano Georgios bay lies northward of Bük ada ; there is a beach on the north-western side of this bay, off which, and north-westward of Bük ada, vessels can anchor during northerly winds, in depths of from 10 to 17 fathoms (18<sup>m</sup>3 to 31<sup>m</sup>1), sand and mud, or mud. 30 35

*Chart 1898.*

Kriyo, or Deve, boynu (Cape Krio) is situated about 6 miles west-north-westward of Palamut burnu, with Deve, or Ortaca, burnu (Dava point) nearly midway between. 40

Kriyo boynu is connected with the mainland by a low narrow isthmus and, at a distance, appears like an island. The coast of the cape consists of steep cliffs, the land, about 1½ miles east-north-eastward, rising to an elevation of 1,887 feet (575<sup>m</sup>2). See view on chart 1604. 45

Artificial harbours were in ancient times constructed on both sides of the isthmus ; Küçük liman, the north-western, is small, having a depth of 4 feet (1<sup>m</sup>2) in the entrance, which is about 26 yards (23<sup>m</sup>8) wide, and only from 2 to 4 feet (0<sup>m</sup>6 to 1<sup>m</sup>2) inside. Büyük liman, the south-eastern, is larger and has greater depths, the outer part having depths of from 5 to 12 fathoms (9<sup>m</sup>1 to 21<sup>m</sup>9), but the inner part is shallow. It was once protected by two substantial moles ;

*Charts 1604, 872, 2836a, 2606, 2158b, 449.*

*Chart 1898.*

the south-western mole is above water and extends into a depth of 9 fathoms (16<sup>m</sup>5). The opposite mole has been demolished, but parts of it are wash. The entrance between the moles is about 5 130 yards (118<sup>m</sup>9) wide. In case of necessity small vessels will find shelter in Büyük liman. A vessel entering, should keep nearer the south-western mole, close off the outer end of which there is a red cylindrical buoy which should be left on the port hand when entering.

10 The ruins of the ancient Greek city of Cnidus are situated in this vicinity.

Tekir or İskandil burnu, the western extreme of the Dorian promontory, lies about 1½ miles northward of Kriyo boynu.

**Light.**—A light is exhibited, at an elevation of 340 feet (103<sup>m</sup>6), 15 from Kriyo boynu (*Lat.* 36° 41' N., *Long.* 27° 24' E.).

**Channel between the Dorian promontory and Kos.**—The south-western end of the channel leading into Kerme körfezi, southward of Kos, is entered between Tekir burnu and Andemaki point, page 272; the channel is about 7 miles wide in its narrowest part. Tekir 20 or Kızılağaç bükü lies on the south-eastern side of this channel, between Tekir burnu and a point about 3½ miles north-eastward. Kızılağaç adası (Kuchi) is separated from the north-eastern entrance point of Tekir bükü by a channel, about 2 cables wide, which is clear of dangers and in which the depths are considerable. A shoal, with 25 a depth of 2½ fathoms (4<sup>m</sup>6) over it, extends for a short distance from the north-western end of Kızılağaç adası.

On the north-western side of the channel, the village of Cardamena, conspicuous from seaward, stands near a sandy beach, about 2 miles north-eastward of Andemaki point; there are several windmills on 30 a projecting point near this village.

Between a point about 1½ miles north-eastward of Cardamena village and Cape Phuka, the eastern extreme of Kos, the coast is high and rocky and rises very steeply to a ridge which extends along this part of the island; Mount Dikeo, 2,776 feet (846<sup>m</sup>1) high, situated 35 about 6 miles westward of Cape Phuka, is the summit of the ridge.

*Charts 1898 and 1604.*

On the south-eastern side of the channel, the western entrance point of Mersincik bay is situated about 3 miles east-north-eastward of the north-eastern entrance point of Tekir bükü. There are two 40 bights in this stretch of coast and the salient points are foul. Mordala bay, the eastern of the two bights, is open north-westward; a shallow bank, about a cable wide, fringes the shore of this bay and an above-water rock lies close off the western entrance point.

Mersincik adası (Mordala) lies about half a mile northward of the 45 promontory separating Mordala and Mersincik bays. Foul ground extends a short distance off both the north-western and south-eastern end of Mersincik adası, and an above-water rock lies 2½ cables south-eastward of the islet, with considerable depths between, and also between the rock and the mainland.

50 The entrance to Mersincik bay is about half a mile wide; on the western side of the bay there is a small cove used by small vessels with local knowledge. There is a beach at the head of the bay, close to which is the village of Mersincik. About 1½ miles southward of this bay the land rises to an elevation of 2,580 feet (786<sup>m</sup>4).

*Charts 872, 2836a, 2606, 2158b, 449.*

*Chart 1898.*

**KOS.—General description.**—Kos, called Coo by the Italians and İstanköy adası by the Turks, is one of the largest and most fertile of the Dodecanese, and is situated at the entrance of Kerme körfezi, dividing it into two channels, that between the eastern end of the island and the Dorian promontory, described above, and İstanköy kanalı (Kos channel), between the northern extreme of the island and the mainland, which is about  $2\frac{1}{2}$  miles wide. Kos is mountainous; an elevated ridge extends westward along the southern side of the eastern part of the island from Cape Phuka (*Lat.  $36^{\circ} 51' N.$ ,  $Long. 27^{\circ} 23' E.$* ), page 280, to the village of Andemaki, a distance of about 13 miles; Mount Dikeo, page 280, is the summit of this ridge. On its northern side, the spurs of this ridge slope gradually to a plain bordered by a sandy coast, the southern side of the ridge is mentioned on page 280. About 6 miles westward of Andemaki, where the island is narrow, there are some gently sloping, low, fertile hills. At the western end of the island there is a mountainous ridge terminating in Krikelo point, the southern extreme of the island.

Kos produces fruit, cereals, tobacco, olives, vegetables, etc.

The population, in 1937, was 20,169.

**Submarine exercise area.**—There is a submarine exercise area off the north-western coast of Kos, indicated on the chart by a pecked line.

**South-eastern side of Kos.**—Paleo Kastro, an islet, lies close off the south-eastern side of Kos about  $4\frac{1}{2}$  miles northward of Krikelo point. Kamara bay lies between Paleo Kastro and the northern side of a promontory, the summit of which is Mount Zeni, 1,161 feet (353<sup>m</sup>9) high, about  $1\frac{1}{2}$  miles southward. The depths in Kamara bay are irregular and decrease rapidly towards the shores. The village of Kephalo, with a population of about 2,000, is situated close northward of a ruined castle which stands on a hill, about half a mile westward of the head of Kamara bay. There is a conspicuous white building on the slope of the hill near the village.

Except during winter, with south-easterly or south-westerly winds, a vessel may anchor in a depth of 19 fathoms (34<sup>m</sup>7), with Paleo Kastro bearing  $060^{\circ}$ , distant about  $3\frac{1}{2}$  cables.

Andemaki point, page 272, lies about 6 miles eastward of Paleo Kastro; the coast further eastward is described on page 280.

**Western and north-western sides of Kos.**—From Krikelo point, mentioned above, the coast trends north-north-westward for about 4 miles and then northward for  $2\frac{1}{2}$  miles to Cape Daphni. This stretch of coast is fringed by a narrow, shallow bank on which there are above-water and sunken rocks in places. From Cape Daphni the coast trends eastward for  $3\frac{1}{2}$  miles and then north-eastward for 17 miles to Kum point, the northern extreme of Kos; the eastern portion of this stretch of coast forms the southern side of Pserimos (Kappari) channel, described below.

*Chart 1899.*

**Pserimos channel.**—This channel lies between the northern side of Kos and the southern side of the island of Pserimos, northward. Cape Sphuri, the south-western extreme of Pserimos (*Lat.  $36^{\circ} 55' N.$ ,  $Long. 27^{\circ} 10' E.$* ), is situated at the north-western end of the channel, about 2 miles westward of Cape Russa, the south-eastern extreme of the same island; the latter cape lies about 5 miles westward of Kum

*Charts 1666, 1604, 872, 2682, 2336a, 2606, 2158b, 449.*

*Chart 1899.*

point. The channel is  $1\frac{1}{4}$  miles wide in its narrowest part between Cape Russa and a point on the coast of Kos, southward; off the latter, a shoal, with depths of less than 5 fathoms ( $9^m1$ ) over it, extends for 5 about three-quarters of a mile nearly into mid-channel.

The southern side of Pserimos is indented. Teseremi rock, above water, lies about a mile westward of Cape Russa near the extremity of a shoal, with depths of less than 6 fathoms ( $11^m0$ ) over it, which extends in a south-easterly direction offshore for about 4 cables.

- 10 The other sides of Pserimos are described on page 292.

Vessels navigating Pserimos channel should keep rather to the northern side, where the depths are considerable.

- İstanköy kanalı.—Dangers.—Lights.**—İstanköy kanalı, or Kos channel, lies between Kum point, the northern extreme of Kos and 15 the mainland, northward. On the southern side of the channel, Kum point is low and sandy, and a bank, with depths of less than 5 fathoms ( $9^m1$ ) over it, extends northward of the point for about three-quarters of a mile. A rock, with a depth of  $2\frac{1}{2}$  fathoms ( $4^m6$ ) over it, lies on this bank about half a mile northward of Kum point.

- 20 On the northern side of İstanköy kanalı, Pasha rock, just above water, lies a quarter of a mile south-westward of Fener burun (Hussein point), the north-western entrance point of the channel, situated about 3 miles north-north-westward of Kum point. Pasha rock is surrounded by a reef which is about 2 cables wide on its northern 25 and southern sides, and is separated from the mainland by a narrow channel, in the fairway of which there is a depth of 3 fathoms ( $5^m5$ ). The summit of Çavuş adası (Kato islet) in line with the eastern end of Karabakla adalar, bearing  $336^\circ$ , leads south-westward of the rock.

- 30 Between Fener burun and Koca burun (Cape Petera), the north-eastern entrance point of the channel, about 2 miles east-south-eastward, the coast is indented. Arkialla point lies nearly midway between the two last-mentioned points.

- Magpie rock, over which there is a depth of 4 feet ( $1^m2$ ), lies about 35 half a mile west-south-westward of Arkialla point. See views A and B on chart 1604. The southern end of Kara ada, bearing  $086^\circ$ , open southward of Uçan ada, leads southward of Magpie rock; and Chuka, an islet, bearing about  $305^\circ$ , and well open south-westward of Pasha rock, leads south-westward of it.

- 40 Uçan ada or Kargı adası (Utchian), with depths of less than 2 fathoms ( $3^m7$ ) extending a short distance from its southern end, lies 4 cables southward of Koca burun.

- Aspat, an above-water rock, with a sunken rock close north-westward, but steep-to on its eastern side, lies in the north-eastern approach 45 to İstanköy kanalı, about a mile north-eastward of Uçan ada and three-quarters of a mile offshore.

- At night or in thick weather, vessels bound from westward, through İstanköy kanalı southward, must bear in mind that Luro point, situated  $3\frac{1}{4}$  miles south-eastward of Kum point, is low, sandy, and 50 difficult to distinguish.

A light (*Lat.*  $36^\circ 58' N.$ , *Long.*  $27^\circ 18' E.$ ) is exhibited, at an elevation of 61 feet ( $18^m6$ ), from a white tower, 13 feet ( $4^m0$ ) in height, situated on Fener burun (Hussein point).

A light is exhibited, at an elevation of 59 feet ( $18^m0$ ), from an iron

*Charts 1898, 1604, 872, 2682, 2836a, 2606, 2158b, 449.*

*Chart 1899.*

framework mast painted in black and white chequers, 15 feet (4<sup>m</sup>6) in height, situated about 1½ cables south-westward of Kum point.

**North-eastern side of Kos.**—Between Kum point and Luro point, page 282, there is a bight; the town of Kos lies on the western side of this bight. Cape Phuka, page 280, lies about 2 miles south-south-eastward of Luro point (*Lat.* 36° 53' N., *Long.* 27° 22' E.).

**Town of Kos.**—On the northern side of the eastern end of the town of Kos there is a castle, close northward of which there is a narrow entrance, between two jetties, leading to a camber, situated westward of the castle and northward of the town. The camber is suitable for small vessels; there are depths of 14 feet (4<sup>m</sup>3) in the entrance and a maximum depth of 13 feet (4<sup>m</sup>0) within. A quay, furnished with mooring bollards, runs along a portion of the southern side of the camber.

A short pier, with a depth of 12 feet (3<sup>m</sup>7) at its head, extends in a south-easterly direction from the eastern side of the castle. Small craft, with local knowledge, secure alongside the northern side of this pier or anchor off, and secure their sterns to its head.

The most conspicuous objects in the town are the Governor's palace, a three-storied building with a central dome surmounted by a flagstaff, and the white belfry of a church, with a green cupola.

**Lights.**—A light is exhibited, at an elevation of 29 feet (8<sup>m</sup>8), from an iron framework structure, painted red, 27 feet (8<sup>m</sup>2) in height, near the root of the pier extending south-eastward from the castle.

Two lights are exhibited, each at an elevation of 19 feet (5<sup>m</sup>8), from stone columns, situated one on each of the jetty heads at the entrance to the camber.

**Anchorage.**—The anchorage is north-north-eastward of the town, in any convenient depth, mud and weed. There is a good berth, in a depth of 5½ fathoms (10<sup>m</sup>1), on the alignment of the pier, at a distance of about 1½ cables from the pierhead.

The holding ground is good and the anchorage is particularly good in strong north-westerly winds, but the road is not tenable with winds from north, through east, to south.

**Port facilities.**—There is a crane, capable of lifting from 4 to 5 tons, on the quay in the camber.

Provisions can be obtained.

A very limited quantity of fuel oil is kept in stock.

There is a small hospital in the town.

**Communications.**—There is regular steamer communication with Brindisi, Alexandria, the Piraiévs, and with other islands of the Dodecanese.

Kos is connected to the general telegraph system and with the telephone system of the island.

*Chart 1604.*

**KERME KÖRFEZİ.**—General description.—Kerme körfezi (Gulf of Kos) is entered between the western entrance point of Mersincik bay, page 280, and Koca burun (Cape Petera), page 282, about 15 miles north-westward. The depths in the gulf are considerable, but at the north-eastern end of the gulf, the depths gradually decrease and, at its head, the depths are available for anchoring. The precipitous mountains, which lie within the northern shore of the

*Charts 1899, 1898, 872, 2682, 2836a, 2606, 2158b, 449.*



*Chart 1604.*

inner part of the gulf, descend in a series of cliffs nearly to the waters edge. On the southern side of the gulf, there is a succession of hills and deep ravines, with patches of cultivated ground, in places well  
 5 watered, and covered with luxuriant vegetation. There are a few villages near the coast. At the heads of most of the harbours on the south-eastern side of the gulf, there are swamps, into which flow sluggish streams.

**Southern side of kerme körfezi.**—Gormen burun is situated  
 10 about 5 miles eastward of the western entrance point of Mersincik bay. A shoal, with a depth of 3 fathoms (5<sup>m</sup>5) over it, extends a short distance off Gormen burun, and Körmen limanı lies between this point and a point about 2½ miles north-eastward. Şahin or İnce burun (Cape Shuyun) (*Lat.* 36° 49' N., *Long.* 27° 40' E.) is situated about  
 15 1½ miles north-north-eastward of the north-eastern entrance point of Körmen limanı. The land rises to an elevation of 1,352 feet (412<sup>m</sup>1) about 1½ miles south-eastward of Şahin burun. For a distance of about 19 miles eastward of Şahin burun, the northern coast of the Dorian promontory forms a succession of small sandy bays with low  
 20 rocky points, the land gradually rising within to the elevated ridge which runs through the eastern part of the promontory. Bagla burun, with Emecik dağ, page 277, standing about a mile south-eastward, lies 7 miles eastward of Şahin burun, and Yalçova burun, the eastern-most of three projecting points (Uch Chatal), about 6 miles further  
 25 eastward; a shoal, over which there is a depth of less than 6 feet (1<sup>m</sup>8), lies about three-quarters of a mile eastward of Yalçova burun and from 3 to 5 cables offshore. A steam vessel might anchor close offshore, in places, along this stretch of coast, during offshore winds. See views from off Uch Chatal points on chart 1604.

30 Bordont liman (Murdubek bay) is entered between Mersincik burnu (Morghebet point), which is fringed by a narrow shallow bank, situated 5 miles east-north-eastward of Yalçova burun, and a point about 2 miles south-south-westward. There is anchorage in the inner part of Bordont liman, but the bay is open westward and there is no shelter  
 35 except with offshore winds. Dorian creek, which has accommodation for small vessels, is situated on the southern side of Bordont liman, about 2 miles eastward of the southern entrance point, and at the narrowest part of the isthmus; a sunken rock lies off the eastern entrance point of Dorian creek. There are one or two other small inlets  
 40 in Bordont liman, but the salient points are foul.

Between Mersincik burnu and Longoz (Lunguiz) burnu, about 6½ miles north-north-eastward, the coast is considerably indented.

Between Mersincik burnu and Atmok or Çatalca burnu (*Lat.* 36° 51' N., *Long.* 28° 02' E.), which is also foul, situated about a mile  
 45 northward, there is an inlet with the mouth of a stream at its head. *Chart 1533, plan of Yedi Atala.*

A shoal with depths of less than 6 feet (1<sup>m</sup>8) over it, which breaks, lies north-westward of Atmok burnu, separated from the shallow bank  
 50 fringing that point by a passage about a cable wide, with a depth of 10 fathoms in mid-channel.

Yedi adalar is a group of four islets, extending in a north-easterly direction, from a point about a mile north-eastward of Atmok burnu, for about 1½ miles and nearly parallel with the coast on the south-eastern side of a bight between Atmok burnu and Koyun burun, about

*Chart 1533, plan of Yedi Atala.*

3 miles north-north-eastward. The area southward of the islets affords anchorage for several vessels. The channel between the second and third islets from the north-east is narrow, and a reef extends about half a cable from the south-western end of the second islet, but it can be 5 seen. There is no ship channel between the south-westernmost islet and that next north-eastward of it.

Vessels intending to anchor in either of the bays southward of the islets can enter by the channel between the south-westernmost islet and the mainland southward, but there is a rock, with a depth of 10  $2\frac{1}{2}$  fathoms ( $5^m0$ ) over it, in the centre, which can be avoided by keeping near the south-westernmost islet; a shallow bank extends about three-quarters of a cable off the southern side of this channel, and the passage southward of the rock is not recommended. The best anchorage is nearly in the middle of the bay southward of the eastern end of the 15 south-westernmost islet, in a depth of 15 fathoms ( $27^m4$ ). Another convenient anchorage is off the entrance of a small creek, situated about 4 cables east-south-eastward of the northern end of the third islet from north-eastward.

A bluff, cliffy point is situated about three-quarters of a mile east- 20 south-eastward of Koyun burun; an islet lies about 8 cables south-south-eastward of this bluff and 2 cables offshore, and a pinnacle rock, with a depth of 3 feet ( $0^m9$ ) over it, lies about 2 cables northward of the islet.

*Chart 1604.*

Between Koyun burun and Teke, or Ballı su, burnu (Cape Balısu), 25 about  $1\frac{1}{2}$  miles northward, there is a bight. Karamuk rocks, over which there is a depth of less than 6 feet ( $1^m8$ ), lie from about  $1\frac{1}{2}$  to 3 cables west-south-westward of Teke burnu, and a shoal, with a depth of 3 fathoms ( $5^m5$ ) over it, lies about 3 cables southward of the same cape, 30 and a short distance offshore.

Ballı su bükü, open westward, lies between Teke burnu and Longoz burnu, about  $1\frac{1}{2}$  miles east-north-eastward. This bay is shallow at its head and affords no anchorage.

*Chart 1899.*

**Northern side of Kerme körfezi.**—Pide or Baglar (Biteh) burnu 35 (*Lat.*  $37^{\circ} 00' N.$ , *Long.*  $27^{\circ} 22' E.$ ) lies about 3 miles north-north-eastward of Koca burun, page 282. Between Pide burnu and Uzun point, the southern extreme of a projection extending southward, about  $1\frac{1}{2}$  miles eastward, there is a bight. Çelebi adası (Parthena) lies in the 40 centre of this bight, and midway between the islet and the coast northward, there is a bank of mud, with a depth of  $4\frac{1}{2}$  fathoms ( $8^m2$ ) over it. The sides of the bight are fringed by a shallow bank, which, on the eastern side, is as much as 2 cables wide.

Biteh bay, in the western part of the above-mentioned bight, 45 affords anchorage in depths of from 15 to 17 fathoms ( $27^m4$  to  $31^m1$ ), good holding ground, with the eastern extreme of Pide burnu bearing about  $185^{\circ}$ , and the northern extreme of Çelebi adası bearing  $090^{\circ}$ .

Petasa bay, in the north-eastern corner of the bight, is available to 50 small vessels, and is secure in any wind. Small quantities of supplies can be obtained here.

Çarpan adası (Guirejik), lies close south-eastward of Uzun point; an islet lies between its northern end and the mainland. There is

*Chart 1899.*

a narrow passage for small vessels between Çarpan adası and the mainland, but none between the island and the islet.

Kümbet (Gumbet) bükü lies between Siumbet point, situated about 5 1½ miles north-north-eastward of Uzun point, and a point about half a mile westward. This bay affords anchorage in depths of 14 or 15 fathoms (25<sup>m</sup>6 or 27<sup>m</sup>4), but it is open southward; the sides of the bay are fringed by a shallow bank, which is as much as 3 cables wide in the north-eastern part of the bay.

10 **Bodrum liman and approaches.—Dangers.**—Kara ada lies in the south-eastern approach to Bodrum (Budrum) liman, with its north-western extreme about 1½ miles eastward of Çarpan adası. The island has evidence of ancient fortifications on its summit; in its northern part, towards the centre, there is a remarkable cave, out of  
15 which flows a volume of hot water.

*Chart 1604.*

An above-water rock lies close east-south-eastward of the southern extreme of Kara ada, in the approach to a small inlet at the south-eastern end of the island.

20 The narrowest part of the channel which separates Kara ada from the mainland is about half a mile wide and lies between a point on the north-eastern side of the island, about 2½ miles east-south-eastward of its western extreme, and Tavşan or Eşme (Tushan) burnu, on the mainland north-north-eastward. A shallow bank extends a short  
25 distance offshore on either side of the channel, but there are depths of 12 fathoms (21<sup>m</sup>9) in the fairway. Steam vessels may take this channel but a sailing vessel should be prepared for baffling winds.

*Chart 1899.*

Bodrum liman is entered between Khatar point, situated about half  
30 a mile eastward of Siumbet point, and Meshrik point, about 1½ miles further eastward. A reef extends a short distance south-eastward from Khatar point, and a detached, rocky patch, on which there is a rock about one foot (0<sup>m</sup>3) high, lies about 2 cables southward of the point.

35 Sighi shoals consist of two detached patches, which are steep-to and 1½ cables apart. The north-eastern patch, over which there is a depth of 2½ fathoms (5<sup>m</sup>0), lies about 3 cables southward of the above-mentioned rock; the south-western shoal has a depth of 2½ fathoms (4<sup>m</sup>6) over it. See views from C, D, E, and F on chart 1604.

40 Vessels should not pass between Sighi shoals and Khatar point.

Uçan ada, bearing 240°, open south-eastward of Çarpan adası, leads south-eastward of Sighi shoals; and Kaplan point, about 8 cables north-north-eastward of Khatar point, bearing 000°, and open eastward of Deguir point, which is situated midway between the two last-  
45 mentioned points, leads eastward of the shoals. Sighi shoals are covered by the red sector of Bodrum light bearing more than 013°.

*Chart 1604.*

On the south-eastern side of the approach to Bodrum liman, and about 3 cables southward of Meshrik point, a shallow spit extends  
50 about 2½ cables from a rocky point.

*Chart 1606.*

Agios Georgios point (*Lat.* 37° 02' N., *Long.* 27° 28' E.), which is walled, lies half a mile northward of Meshrik point. Kale koyu (Kalessi bay) lies between Agios Georgios point and Kalessi point,

*Charts 1899, 1604, 872, 2836a, 2158b, 449.*

*Chart 1606.*

about  $3\frac{1}{2}$  cables westward. A rocky patch, over the south-western end of which there are depths of from  $2\frac{1}{2}$  to 3 fathoms ( $4^m6$  to  $5^m5$ ), lies about  $1\frac{1}{2}$  cables south-eastward of Kalessi point.

Kalessi point separates Kale koyu, on the eastern side, from Bodrum harbour, on the western side; on it stands the dull grey coloured castle of Agios Petros, which appears white when the sun is shining on it. See view on chart 1606. A tower, in ruins, stands about a cable north-westward of Kaplan point.

At the head of Bodrum liman there is a harbour, surrounded by a complete amphitheatre of hills, which is entered by a narrow passage between the extremities of the ruins of two ancient moles, one extending westward of the castle of Agios Petros and the other eastward from a point opposite. There is an islet near the outer end of the western mole.

**Caution.**—Owing to the imperfect nature of the survey, chart 1606 must be used with caution (1928).

**Light.**—A light is exhibited, at an elevation of 26 feet ( $7^m9$ ), from a white masonry tower and dwelling, 33 feet ( $10^m1$ ) in height, situated on the islet on the western side of the entrance to the harbour at the head of Bodrum liman.

**Anchorage.**—The anchorage is in depths of from 11 to 12 fathoms ( $20^m1$  to  $21^m9$ ), mud and weed, with the south-eastern angle of the castle bearing about  $033^\circ$ , the tower over Kaplan point bearing  $306^\circ$ , and Deguir point bearing  $230^\circ$ , or farther out if desirable. The anchorage is protected to some extent from southerly gales by Kara ada.

**Harbour.**—Rocks extend a short distance eastward of the islet on the western side of the entrance to the harbour and caution should be exercised when entering as these rocks are not visible and do not break in moderate weather.

A short distance within the entrance, the harbour is shallow and it is only suitable for small vessels; the bottom is covered with weed.

There is a small pier westward of the castle, with a depth of about 6 feet ( $1^m8$ ) alongside.

The town of Bodrum is situated on the eastern side of the harbour.

*Chart 1604.*

**Coast.**—Orak ada lies about 5 miles east-south-eastward of Tavşan burnu (Lat.  $36^\circ 59' N.$ , Long.  $27^\circ 31' E.$ ), page 286, in the southern approach to Kışla or Kargıncık (Kishle) bükü. Two islets, each surrounded by a narrow shallow bank, lie between Orak ada and the western entrance point of Kışla bükü, about three-quarters of a mile north-westward. At the head of this bay, at its western end, there are depths of from 10 to 20 fathoms ( $18^m3$  to  $36^m6$ ), but the holding ground is indifferent. On the northern side of the bay, there are some ancient ruins and a tower.

Alakışla bükü lies between a point, about  $3\frac{1}{2}$  miles eastward of the western entrance point of Kışla bükü and a point, about a mile northward. İki kardeş or Prasa (Hermo) adası lies about 4 cables eastward of the southern entrance point of Alakışla bükü, with a shoal between it and the point. This bay affords anchorage for small vessels, with local knowledge, during offshore winds, off the middle of the sandy beach. The ruins of an ancient fortress are situated on the northern side of the bay.

*Charts 872, 2836a, 2158b, 449.*

*Chart 1604.*

Fesliĝen bükü or Çökertme koyu (Vasilika bay) is entered between a point, about 7 miles eastward of the southern entrance point of Alakışla bükü, and Domuz or Fesliĝen burnu (Cape Vasilika), about 5 half a mile further eastward; the coast between Alakışla bükü and this bay is indented, the projecting points being fringed with rocks. All along this coast there are great quantities of iron-stone.

A shallow spit extends a short distance from the western side of Domuz burnu, and a similar spit extends from a point about half a mile 10 south-westward of the western entrance point of Fesliĝen bükü.

The head of Fesliĝen bükü is bordered by a narrow, shallow bank; at its north-western end there is a well-sheltered anchorage for small vessels, with local knowledge, in a depth of 13 fathoms (23<sup>m</sup>8). Ancient ruins lie on the northern and western sides of the bay.

15 Between Domuz burnu and Kerme (Keramos) burnu, about 7 miles east-north-eastward, the coast consists of cultivated plains, the projecting points being low and composed of shingle; the hills in the rear are wooded and backed by mountainous land. Two large tanks, situated 2 and 3½ miles north-eastward, respectively, of Domuz burnu, 20 and a village, about 3 miles west-north-westward of Kerme burnu, are conspicuous, and with their domes and white-washed walls form a contrast with the foliage of the hills.

Kerme burnu (*Lat.* 37° 01' N., *Long.* 27° 59' E.) forms the south-western extreme of a plain on which are the ruins of the ancient city 25 of *Keramos*. A stream, dry in summer except for some stagnant pools, flows through the plain; its mouth is situated close northward of Sancak (Oren) burnu, about a mile east-north-eastward of Kerme burnu. The plain is unhealthy in July and August.

A bank, which is steep-to, extends as much as 4 cables from Kerme 30 burnu. Vessels may anchor in the bight westward of the point, but it is not so well protected as Çam altı bükü, described below.

**Head of Kerme körfezi.**—The head of Kerme körfezi is entered between Sancak burnu and Longoz burnu, page 284, about 6½ miles south-south-eastward. On the northern side, Çam altı (Keramos) 35 bükü, lying between Sancak burnu, which is steep-to, and the coast about a mile north-eastward, affords anchorage near the shore, as the depths are considerable, there being a depth of 17 fathoms (31<sup>m</sup>1), stiff mud, at a distance of about 3 cables offshore. The southern extreme of Akbük burun should be in line with, or just open of the bluff 40 with-an above-water rock close off it, lying about 3 miles eastward of Sancak burnu. The bay is exposed to southerly winds.

Between Çam altı bükü and Akbük burun, about 6 miles eastward, the coast is steep-to and rises steeply to a ridge, the summit of which is elevated 1,870 feet (570<sup>m</sup>0). *See* view on chart 1604.

45 Akbük burun is the termination of a promontory; Tcham Altee, a bay with a beach at its head, and open southward, is situated on the south-western side of the promontory, and Akbük bay, on the north-eastern side. The latter bay affords anchorage on the northern side of its head, in a depth of 14 fathoms (25<sup>m</sup>6), sand and weed. The 50 south-western part of the bay is shallow and rocky.

Keren (Keranda) dağ, 3,160 feet (963<sup>m</sup>2) high, is situated about 2½ miles north-eastward of Akbük burun.

On the southern side of the head of Kerme körfezi, Gözleme (Guzle-mek) bükü is entered between a point about 2½ miles eastward of Longoz

*Chart 1604.*

burnu, page 284, and a point about  $1\frac{1}{2}$  cables west-south-westward. A shallow bank extends a short distance from a point, on the western side of the cove, about 4 cables southward of the eastern entrance point, and the head of the cove is shallow. Near the head there is a depth 5 of 9 fathoms ( $16^m5$ ).

Close eastward of the eastern entrance point of Gözleme bükü, a bank, with a depth of  $2\frac{1}{2}$  fathoms ( $4^m6$ ) over it, extends a short distance offshore.

Between the last-mentioned point and Gharb point, the western 10 entrance point of Değirmen bükü, about  $2\frac{1}{4}$  miles east-south-eastward, there are two bights, divided from one another, about midway, by Çiçekli burun.

Kem rocks, above-water and sunken, extending in an easterly and westerly direction for about 3 cables, lie close off Çiçekli burun and are 15 steep-to; about  $1\frac{1}{2}$  cables eastward of Kem rocks, there is a shoal, over which there is a depth of  $4\frac{1}{2}$  fathoms ( $8^m2$ ).

*Chart 1533, plan of Port Deremen.*

Değirmen bükü.—Değirmen bükü (Port Deremen) is entered between Gharb point and a point about a mile north-eastward; 20 Pelid, an islet, lies close off the north-eastern entrance point, to which it is connected by a bank, with a depth of  $3\frac{1}{2}$  fathoms ( $6^m4$ ) over it. A rock, with a depth of  $2\frac{1}{2}$  fathoms ( $5^m0$ ) over it, lies about a cable south-south-eastward of Pelid. Kâhya (Dairi) ada lies about 4 cables 25 southward of Pelid, and  $1\frac{1}{2}$  cables off the eastern side of Değirmen bükü; a shoal, with a depth of 4 fathoms ( $7^m3$ ) at its northern end, and a depth of  $2\frac{1}{2}$  fathoms ( $5^m0$ ) at its north-eastern end, extends about three-quarters of a cable northward and north-eastward from the northern end of Kâhya ada. This islet lies 3 cables northward of the 30 northern end of a promontory which divides Değirmen bükü into two arms. Port Gharb, the western arm, is narrow and of no use for anchoring, except in case of necessity.

The eastern arm is indented on both sides; the bottom consists of mud. At its head there is much swampy ground into which three streams flow.

A vessel proceeding into Değirmen bükü should keep in mid-channel 35 and anchor where convenient; the small promontory on the eastern side of the port, situated 9 cables south-south-eastward of Kâhya ada, should be given a berth of about a cable in order to avoid a shallow spit extending westward of it.

*Chart 1604.*

Coast.—The eastern entrance point of Kesr cove, a narrow inlet, 40 lies about a mile east-north-eastward of Pelid (*Lat.*  $36^{\circ} 57' N.$ , *Long.*  $28^{\circ} 12' E.$ ).

There is a bight between the eastern entrance point of Kesr cove and Karaca (Balı) burun, about 2 miles north-eastward; Karaca (Yelu) 45 ada lies about a mile southward of Karaca burun and 3 cables offshore. Söğüt bükü or Çanak limanı (Seyut bay), sheltered from north-easterly gales by Karaca ada, is situated in the southern part of this bight; a stream flows into the head of Söğüt bükü. Karaca (Karjah) liman is situated on the south-eastern side of the bight. 50

Altın Sevresi, 1,500 feet ( $457^m2$ ) high, with the ruins of a fort on it, stands about  $2\frac{1}{4}$  miles east-south-eastward of Karaca liman.

Söğüt bükü, in which the holding ground is good, is suitable as an anchorage for small vessels with local knowledge.

*Charts 872, 236, 2836a, 2158b, 449.*

*Chart 1533, plan of Shehir Oghlan islands.*

Karaca burun, which is foul for about three-quarters of a cable offshore, is the western extreme of a narrow promontory. Between Karaca burun and a point about  $1\frac{1}{4}$  miles north-eastward, there is a bight; at the southern end of the eastern side of this bight there is a petrified beach, from which a valley, covered with vegetation, runs inland. Northward of the beach, the eastern side of the bight is thickly covered with shrubs, amongst which there are some ruins.

**Şehir adalar.**—Şehir (Shehir Oghlan) adalar lie in the northern approach to the above-mentioned bight. See view on chart 1604. Castle island, the largest and southernmost of the group, lies with its south-western extreme about half a mile north-north-eastward of Karaca burun, and its eastern extreme about  $1\frac{1}{4}$  cables off the eastern side of the bight. There are some ruins, overgrown with trees and shrubs, on Castle island. From its western end a tongue of land projects north-eastward, forming a shallow bight on the northern side of the island. The island is surrounded by a shallow bank, the extent of which can best be seen on the chart. A spit, over which there is a depth of  $2\frac{1}{2}$  fathoms ( $4^m1$ ), extends half a cable from the south-eastern extreme of the island.

Duck rock is situated on the western end of a rocky shoal, partly awash, which lies on a spit, with depths of less than 5 fathoms ( $9^m1$ ) over it, which extends west-north-westward from the south-western extreme of Castle island for about a quarter of a mile.

Snake island, the northernmost of the group, lies about a cable northward of Castle island, connected to the latter by a bank of sand; there is a least depth of  $3\frac{1}{2}$  fathoms ( $5^m9$ ) in the fairway of the channel between the islands. There are some remains of buildings on this island.

Tomb island, so called on account of the small white sarcophagus on its southern side, lies near the outer end of a shallow bank which extends from the south-eastern side of Snake island for about a cable.

A rocky shoal, with a least depth of  $2\frac{1}{2}$  fathoms ( $4^m6$ ) over it, lies about  $2\frac{1}{4}$  cables northward of the north-eastern extreme of Snake island. The depths in the passage between this shoal and Snake island are uneven.

**Anchorage.**—There is good anchorage midway between Snake and Castle islands, about  $1\frac{1}{4}$  cables south-westward of Tomb island, in a depth of about 7 fathoms ( $12^m8$ ), mud.

Anchorage may also be obtained on a mud bottom in the bight southward of Castle island, under favourable circumstances, though the depths are considerable and the bay is exposed westward.

**Directions.**—A vessel approaching from north-eastward, when about three-quarters of a mile from the islands, should keep Tomb island open its breadth westward of the point on the mainland opposite it, and proceed in nearly on this line, passing midway between the point and Tomb island; when the southern side of Snake island is open southward of the southern end of Tomb island, a vessel should steer towards the low hummock on the northern end of Castle island until past Tomb island (*Lat.*  $37^\circ 00' N.$ , *Long.*  $28^\circ 15' E.$ ), then alter course gradually southward and anchor.

If entering by the southern channel between Castle island and the mainland, a vessel should keep near the latter so as to avoid the shallow spit extending from the south-eastern extreme of Castle island,

*Charts 1604, 872, 236, 2836a, 2158b, 449.*

*Chart 1533, plan of Shehir Oghlan islands.*

and steer northward with the mainland coast aboard until nearly up to Tomb island (Lat.  $37^{\circ} 00' N.$ , Long.  $28^{\circ} 15' E.$ ), when she should proceed as before-directed to the anchorage.

Vessels of moderate draught may also enter between Snake and Castle island from westward by keeping in mid-channel; the bottom here is so distinct that the depth appears much less than it is.

*Charts 1533, plan of Port Gallipoli, and 1604.*

**Gelibolu bükü and approach.**—Gelibolu (Gallipoli) bükü, which is entered between a point on the mainland about half a mile east-north-eastward of Tomb island and a point about  $1\frac{1}{2}$  miles further east-north-eastward, affords good and secure anchorage in a depth of 12 fathoms (21<sup>m</sup>9), mud, at a distance of about 3 cables from its head.

A reef, which can be seen and over which there is a least depth of 4 feet (1<sup>m</sup>2), lies in the north-eastern approach to Gelibolu bükü about  $4\frac{1}{2}$  cables north-north-eastward of the eastern entrance point and from 2 to  $3\frac{1}{2}$  cables offshore.

Bekchi, an islet, lies about  $1\frac{1}{2}$  cables off the eastern entrance point of the bay. A rocky spit, with depths of less than 5 fathoms (9<sup>m</sup>1) over it, extends about 3 cables westward from Bekchi; near the outer end of this spit there are two shoal heads with depths of  $1\frac{1}{2}$  and  $2\frac{1}{2}$  fathoms (3<sup>m</sup>2 and 5<sup>m</sup>0) over them, respectively. A vessel entering should keep the south-western shore of the bay aboard, the distance between it and the outer end of the rocky spit being about 4 cables.

Two streams flow into the head of the bay through low alluvial soil. On either side of the low ground there is a conical hill, on each of which are the remains of ancient forts.

*Chart 1604.*

**Coast.**—Between Gelibolu bükü and the base of the high mountains on the northern side of Kerme körfezi, the head of that gulf gradually narrows to a width of  $1\frac{1}{2}$  miles. With the exception of the reef in the north-eastern approach to Gelibolu bükü, and the shallow coastal bank, about 3 cables wide, at its head, there are no dangers in this portion of the gulf. As the depths decrease gradually, a vessel may anchor in any convenient depth; at Gökova or Civa körfezi (Port Giova), situated in the northern part of the head of Kerme körfezi, the holding ground is most tenacious.

The river Kadin, rising a short distance inland, flows into the head of Gökova körfezi; this river receives several strong salt springs in its passage to the sea and large quantities of fish can be caught at its mouth. Within the bar of the river there is a depth of 3 fathoms (5<sup>m</sup>5).

The village of Iskele is situated on the northern side of Gökova körfezi and there are several remains of ancient buildings in the vicinity.

*Charts 872, 236, 2836a, 2158b, 449.*



## CHAPTER IX

COAST OF ASIA MINOR FROM THE NORTHERN ENTRANCE OF KERME KÖRFEZİ TO THE NORTH-EASTERN ENTRANCE OF İZMİR KÖRFEZİ AND THE OFF-LYING ISLANDS, INCLUDING KALIMNO, LEVITHA ISLANDS, LERO, PATMOS, IKARÍA, SÁMOS, KHÍOS, AND PSARÁ.

*Chart 1899.*

**PSERIMOS.**—The sides of Pserimos, an island, which is 879 feet (267<sup>m</sup>9) high, at its north-eastern end, are indented. Between Cape Russa (*Lat. 36° 55' N., Long. 27° 12' E.*), page 281, the termination of a tongue of land projecting east-south-eastward from the island, and Vasiliki point, the north-eastern extreme of the island, about 1½ miles northward, there is a bight on the eastern side. Sikua, an above-water rock, with some sunken rocks close off its north-western side, lies about half a mile southward of Vasiliki point. A shoal, with a depth of 2½ fathoms (5<sup>m</sup>0) over its south-eastern end, lies from 2 to 3 cables north-north-eastward of Sikua; a 5-fathom (9<sup>m</sup>1) patch lies about a cable north-westward, and a 4½-fathom (8<sup>m</sup>7) patch lies about 1½ cables south-eastward, of Sikua. The southern side of Pserimos, forming the northern side of Pserimos channel, is described on page 282.

On the south-western side of Pserimos, Tathuro nezgla, a reef partly above water, is situated on a bank, with less than 5 fathoms (9<sup>m</sup>1) over it, which extends for about a cable westward from a point situated about 2 cables north-north-westward of Cape Sphuri, page 281. Pseremo cove, with a beach and the village of Pseremo at its head, is entered between a point, about 4 cables north-north-westward of Cape Sphuri, and a point, about 2 cables further north-westward; this cove provides good shelter for vessels with local knowledge.

Koraki point, the north-western extreme of Pserimos, lies about 2½ miles north-westward of the north-western entrance point of Pseremo cove.

Plati, an islet, lies with its north-eastern extreme about 6 cables south-westward of Koraki point and is joined to the western side of Pserimos by a bank, over which there are depths of 4½ fathoms (8<sup>m</sup>7) and less; rocks, both above water and sunken, lie close off the sides of this islet in places.

Nikrothikes, an islet, lies northward of Plati, separated by a passage

*Charts 1666, 1898, 872, 2682, 2836a, 2158b, 449.*

*Chart 1899.*

about a cable wide, in the fairway of which there is a depth of  $2\frac{1}{2}$  fathoms ( $4^m6$ ).

Kalimno channel, the passage between the western extreme of Plati and Khali point, the south-eastern extreme of Kalimno, westward, is  $1\frac{1}{2}$  miles wide and clear of dangers.

*Chart 1666.*

**KALIMNO.**—This island, one of the largest of the Dodecanese, with a population of 15,815, in 1937, is mountainous with tracts of level ground between the ranges; the central ridge forms two peaks, Mount Parasiva, 2,228 feet ( $679^m1$ ) high, with the other, 2,175 feet ( $662^m9$ ) high, 2 cables south-eastward, standing about  $4\frac{1}{2}$  miles west-north-westward of Khali point (*Lat.*  $36^\circ 57' N.$ , *Long.*  $27^\circ 05' E.$ ). The soil is mostly calcareous and the coast of the island is considerably indented.

The principal products are wheat, barley, figs, grapes, olives, lemons, oranges, and green vegetables; sponge fisheries and cigarette factories are established in the island.

**Southern coast of Kalimno.**—This coast is clifty, indented, and steep-to. Port Kalimno, described below, is situated at the north-western end of a bight between Khali point and Cape Agios Georgio, about  $3\frac{1}{2}$  miles west-south-westward. Tolmi head lies about  $2\frac{1}{2}$  miles westward of Cape Agios Georgio, and Cape Trakhilos, the south-western extreme of the island, about  $2\frac{1}{2}$  miles further north-westward.

**Off-lying islets.**—Nera, an islet, is separated from the southern side of Kalimno by a passage, about half a mile wide, in the fairway of which the depths are considerable. The salient points of Nera are foul for a short distance offshore, and the depths at a distance of about  $1\frac{1}{2}$  cables off the north-western side of the islet are uneven.

Agios Nikolaos, an islet, lies about  $1\frac{1}{2}$  miles south-south-westward of Nera, with considerable depths between. A shoal, with a depth of  $5\frac{1}{2}$  fathoms ( $9^m6$ ) over it, lies close off the north-eastern extreme of Agios Nikolaos, and another shoal, with a depth of  $3\frac{1}{2}$  fathoms ( $5^m9$ ) over it, lies close off the north-western extreme of the same islet.

*Chart 1669, plan of Port Kalimno.*

**Port Kalimno.**—This port, mentioned above, which is open south-eastward and shallow, is protected by a mole projecting in a north-easterly direction from its south-western side, and by a short jetty, projecting from its northern side in a south-westerly direction, leaving an entrance about  $1\frac{1}{2}$  cables wide; within the port there are two piers and a mooring buoy with a topmark. The town of Kalimno is situated along the shore of the port.

**Light.**—A light is exhibited, at an elevation of 36 feet ( $11^m0$ ), from an iron framework tower, 34 feet ( $10^m4$ ) in height, on the mole head at Port Kalimno.

**Anchorage.**—Small vessels, with local knowledge, anchor in the port in a depth of  $2\frac{1}{2}$  fathoms ( $4^m1$ ), poor holding ground, with their sterns secured to the mooring buoy and the mole, but the anchorage is unsafe on account of the squalls which descend from the hills with great violence.

Larger vessels can anchor in the approach to the port, with the mole head distant about  $1\frac{1}{2}$  cables and in line with the cathedral, bearing about  $297^\circ$ , but this berth is not recommended during a strong

*Charts 1666, 1899, 1898, 872, 2682, 2836a, 2158b, 449.*

*Chart 1669, plan of Port Kalimno.*

northerly wind on account of the squalls previously mentioned. Vessels can also anchor further out, in depths of from 12 to 20 fathoms (21<sup>m</sup>9 to 36<sup>m</sup>6), mud, sand, and weed.

- 6 **Port facilities.**—An Italian Government official resides at Kalimno, and there are a harbour office, a customs house, and a hospital. The port is connected to the general telegraph system.

There is regular steamer communication with Italy and Greece, and other islands of the Dodecanese.

- 10 Limited quantities of provisions are generally procurable. Lighters are available.

*Chart 1666.*

- Western coast of Kalimno.**—Linaria bay, with the village of the same name at its head, is entered between a point about 1½ miles north-eastward of Cape Trakhiolos and a point about 4 cables further north-north-eastward.

- Northward of the northern entrance point of Linaria bay, for a distance of about 1½ miles, the coast is fringed by a rocky bank, with depths of less than 5 fathoms (9<sup>m</sup>1) over it, about 2 cables wide in places.

- Agia Kyriaki, an islet, is situated about a mile north-westward of the southern entrance point of Linaria bay and is separated from Kalimno by a passage about half a mile wide. The western side of this islet is steep-to, but foul ground and rocky patches lie close off its northern and eastern sides; the depths in the fairway between these patches and the bank extending from Kalimno are considerable.

- Telendos, an island, lies with its southern extreme about 6 cables northward of Agia Kyriaki. This island is separated from Kalimno by Telendos channel, which is about 4 cables wide in its narrowest part and free from dangers in mid-channel. The sides of Telendos are foul in places. Apano, an islet with an islet close north-eastward of its eastern end, lies about half a mile southward of the western extreme of Telendos.

- Kastelli, a promontory (*Lat. 37° 01' N., Long. 26° 58' E.*), is situated on the western side of Kalimno, about 4 miles north-north-eastward of Cape Trakhiolos, page 293.

Argynondas bay is entered between a point, about half a mile north-eastward of Kastelli and a point, about three-quarters of a mile north-eastward.

- 40 Kalavros, an islet, 308 feet (93<sup>m</sup>8) high, lies in the north-western approach to this bay, about a mile north-north-westward of Kastelli. A rocky patch, with a depth of 5½ fathoms (9<sup>m</sup>6) over it, lies about a quarter of a mile south-eastward of Kalavros.

- The mountains on either side of Argynondas bay rise steeply, those on the north-eastern side to an elevation of 1,932 feet (588<sup>m</sup>9), forming a deep ravine which extends south-eastward from the head of the bay, through which, in the rainy season, a torrent flows into the head of the bay. The north-eastern side of the bay is foul with rocks in places.

- 50 The bay affords excellent shelter in north-easterly winds, but is open south-westward, westward, and north-westward, and anchorage is not recommended in bad weather as then there are frequent rapid shifts of wind from south-east to north-west; the latter blowing into the bay with great violence.

*Charts 872, 2682, 2836a, 2158b, 449.*

*Chart 1666.*

At a distance of about 3 cables from the head of the bay, there are depths of from 10 to 15 fathoms (18<sup>m</sup>3 to 27<sup>m</sup>4), mud, and good holding ground. A small vessel can anchor at the head of the bay, in a depth of 6 fathoms (11<sup>m</sup>0), mud.

The coast of the bight between the north-western entrance point of Argynondas bay and Kephala, a promontory, about 2 miles west-north-westward, is bordered by rocks in places, and a detached patch, with a depth of 2½ fathoms (4<sup>m</sup>6) over it, lies about 1½ cables off a point situated half a mile north-eastward of Kalavros; Borio bay, with a few houses on the shore at its head, is situated in the north-western portion of this bight. Anchorage is prohibited in Borio bay.

Kephala is connected by an isthmus to the central part of the south-western side of the peninsula forming the north-western portion of Kalimno. Alexis, a rock, 59 feet (18<sup>m</sup>0) high, closely surrounded by 15 rocks, lies close north-westward of the northern extreme of this promontory.

Between the isthmus joining Kephala to the coast and Cape Akroteri, the north-western extreme of Kalimno, about 2½ miles north-westward, the coast is steep-to and there are no dangers at a greater distance than 20 one cable offshore.

Capo dello Stretto, the northern extreme of Kalimno, lies about half a mile north-eastward of Cape Akroteri (*Lat.* 37° 04' N., *Long.* 26° 54' E.).

Glaro nisia, two islets connected by rocks, lie northward of Capo dello Stretto; the southern being separated from that cape by a narrow passage, in the fairway of which there is a depth of 3½ fathoms (6<sup>m</sup>9).

*Charts 1666 and 872.*

**Submarine exercise area.**—There is a submarine exercise area off the western coast of Kalimno, indicated by pecked lines on the charts. *See* page 20.

*Chart 1899.*

**Eastern and north-eastern coasts of Kalimno.**—Khali point, page 293, is the south-eastern extreme of a peninsula which is connected to Kalimno by a narrow neck; Punta Rematica, the north-eastern extreme of this peninsula, lies about 3½ cables northward of Khali point. Sari nisi is situated about 2 cables north-eastward of Punta Rematica, and in the south-eastern approach to Port Akti, which lies at the head of the bight between Punta Rematica and Punta Cazzuni, about 1½ miles north-north-westward.

Port Vathi is entered between Punta Cazzuni and Punta Bianca, about 4 cables north-westward; a shoal, with a depth of 5½ fathoms (10<sup>m</sup>5) over it, lies in the north-eastern approach to this port, about 1½ cables east-south-eastward of Punta Bianca. There is a beach and the village of Vathis at the head of Port Vathi, from which a valley extends westward between two mountain ranges which cross the island from east to west.

Khrison Spyleon, a projection forming the north-eastern extreme of Kalimno, lies about 1½ miles north-north-eastward of Punta Bianca.

*Chart 1666.*

Between Khrison Spyleon and Capo dello Stretto, mentioned above, the north-eastern coast of Kalimno is bold, rugged, and indented; except close off some of the salient points, the coast is steep-to.

*Charts 872, 2682, 2836a, 2158b, 449.*

*Chart 872.*

**LEVITHA ISLANDS.**—**Light.**—Levitha, the largest and easternmost of this group of islands, lies with Spano point, its eastern extreme, about 20 miles west-north-westward of Cape Trakhilos, page 293.  
 5 Levitha is 551 feet (167<sup>m</sup>9) high at its western end; its coasts are high and indented. The island is uninhabited except for the light-house keeper and his family.

Levitha harbour, situated on the southern side of the island, is completely sheltered, but is so small that steam vessels experience  
 10 difficulty in manœuvring within it.

Reefs extend for a distance of about 1½ cables from Elmino point, the south-western extreme of the island. Vathy bay, situated on the northern side of Elmino point, is open south-westward and the depths within are irregular.

15 Nefri point (*Lat.* 37° 02' N., *Long.* 26° 29' E.), the northern extreme of Levitha, is the extremity of a tongue of land projecting from the island, and is foul for a short distance offshore. An above-water rock stands close westward of Nefri point; above-water and sunken rocks extend westward of this rock for about 2 cables. The depths elsewhere  
 20 are considerable and there are no off-lying dangers.

Two lights, disposed vertically, are exhibited at an elevation of about 131 feet (39<sup>m</sup>9), from a white framework structure on Spano point.

Mavro islets, two in number, steep-to and separated by a very narrow passage, in which there is a depth of 5 fathoms (9<sup>m</sup>1), lie from  
 25 1½ to 2½ miles westward of Elmino point.

Laros, an islet, the northern and eastern sides of which are foul for a short distance offshore, lies about 1½ miles westward of the western of the Mavro islets.

Kinaros, an islet, 1,050 feet (320<sup>m</sup>0) high, the westernmost of the  
 30 Levitha islands, lies about half a mile westward of Laros; the coast of this islet is cliffy and indented, and, with the exception of some sunken rocks close off its western end, is steep-to.

Pnigo creek, with a depth of 4 fathoms (7<sup>m</sup>3) at its head, is a narrow inlet on the southern side of the islet.

35 Liádhi islets, which lie about 6 miles south-westward of Kinaros, are described on page 138.

*Chart 1666.*

**LERO.**—This island lies north-north-westward of Kalimno, separated by Lero strait, page 297. The island is hilly and its coast  
 40 indented; the bays provide the most secure anchorages in the Dodecanese. Mount Kalavati, the summit, 1,073 feet (372<sup>m</sup>0) high, is situated on the western side of the southern end of the mainland. See view facing this page.

The population, in 1937, was 7,607; the principal town is Lero,  
 45 which, with the town of Agia Marina, situated close northward on the shore of Alinda bay, had, in 1932, a population of 3,300.

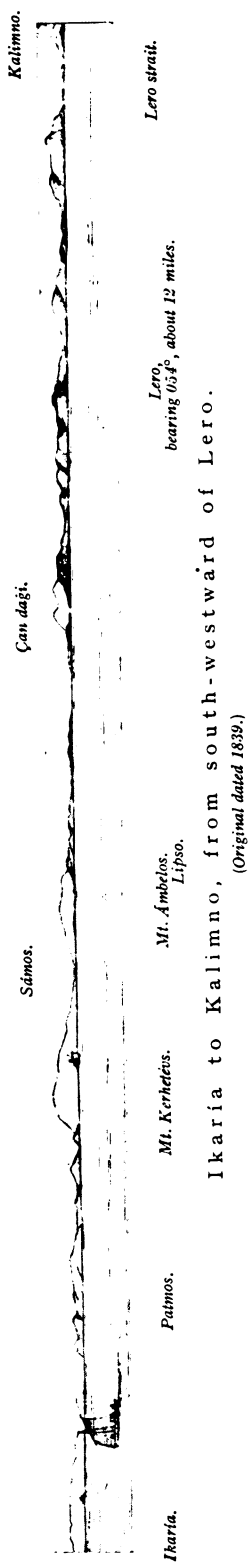
The island produces wheat, barley, grapes, tobacco, olives, figs, and green vegetables.

Lero is connected to the general telegraph system.

50 There is a W/T station on Lero, see page 23.

**Submarine exercise areas.**—There are submarine exercise areas off both the eastern and western sides of Lero, which are indicated by pecked lines on the charts. See page 20.

*Charts 1546, 2682, 2836a, 2158b, 449.*





*Chart 1666.*

**Regulations.**—1. Landing at Lero is only permitted at Agia Marina and solely for commercial purposes; along all the remainder of the coast, landing is prohibited except as provided for in Article 2.

Anchoring off the coast is also prohibited.

2. Landing in places other than Agia Marina is only permitted, through approved necessity, after having obtained permission from the Governor.

3. Vessels, from which, in accordance with Article 1, persons may land at Agia Marina, may not remain there longer than 24 hours, unless detained by stress of weather, extended commercial operations &c., previous permission having been obtained from the Governor.

**Lero strait.—Beacon.—Light.**—This strait, which separates Kalimno from Lero, is obstructed by Glaro nisia, page 295, on its southern side, and by Velona, an islet, on its northern side. The last-mentioned islet lies about  $1\frac{1}{2}$  cables south-eastward of Theapori point, the south-eastern extreme of Lero, and the passage between it and Glaro nisia, south-westward, is about a quarter of a mile wide.

Xero Kambo bay, on the northern side of the strait, is entered between Theapori point and Trachili point, about half a mile westward.

A white masonry beacon, 10 feet (3<sup>m</sup>0) in height, stands on the southern peak of Trachili point. This beacon is a good landmark for vessels entering Lero strait from eastward.

A light is occasionally exhibited from an iron structure, 13 feet (4<sup>m</sup>0) in height, situated on the south-western extreme of Theapori point (*Lat. 37° 06' N., Long. 26° 55' E.*).

**Directions.**—A vessel can pass either northward or southward of Velona; in mid-channel, in the northern passage, there is a least depth of  $13\frac{1}{2}$  fathoms (24<sup>m</sup>7). The depths in the fairway of the southern channel, between Velona and Glaro nisia, are considerable. The latter channel, the one generally used, is only visible from westward; a vessel approaching from that direction should steer for the centre of Velona, keeping the southern side of Lero, which is steep-to, aboard, until nearly abreast Trachili point, when course should be altered south-eastward through the channel.

A vessel approaching from eastward, should first steer for Velona, bearing 315°, and then steer for Trachili point.

**South-western coast of Lero.**—Cape Kalavati lies about  $1\frac{1}{2}$  miles westward of Trachili point.

*Chart 1669, plan of Port Laki.*

**Port Laki.**—Port Laki, also known as Baia di Portolago, is entered between Angistro head, a precipitous cliff, 144 feet (43<sup>m</sup>9) high, situated  $1\frac{1}{2}$  miles north-westward of Cape Kalavati, and Pernice point, the south-western extreme of Laki head, which rises steeply to an elevation of 216 feet (65<sup>m</sup>8), about 3 cables further west-north-westward. Cazzuni point, which is low, lies on the north-western side of the entrance, about 2 cables north-eastward of Pernice point. Except when approaching from south-westward, the entrance is difficult to distinguish, *see* view on chart 1669.

Mount Triad, 837 feet (255<sup>m</sup>1) high and of a light grey colour, stands on the eastern side of the entrance, about 6 cables eastward of Angistro head, and Mount Konasmata, 814 feet (248<sup>m</sup>1) high and of a reddish colour, stands on the north-western side, about three-



*Chart 1669, plan of Port Laki.*

quarters of a mile north-north-westward of Cazzuni point (Lat.  $37^{\circ} 07' N.$ , Long.  $26^{\circ} 50' E.$ ).

Within the bay, the most prominent objects are a red windmill, 5 standing on a hill, 151 feet ( $46^m0$ ) high, about  $1\frac{1}{2}$  cables north-eastward of Krome point, at the north-eastern end of the bay; a large white house, standing on the western slope of the same hill; the chapel, standing on a hill, 266 feet ( $81^m1$ ) high, 4 cables south-eastward of the head of Lepetha cove, on the south-eastern side of the bay.

10 The coast on either side of the bay is rocky, with shallow, sandy bays between the projecting points; there are patches of above-water and sunken rocks lying a short distance offshore in places.

Between Krome point, previously mentioned, and Brachos point, about 3 cables west-south-westward, there are two shallow bights; 15 a pier extends in a south-south-westerly direction from Krome point, and a breakwater extends from Brachos point and forms the southern side of Seno di Gonia, the western of the two bights. The village of Gonia is situated along the shore of this bight, and a short pier extends from the head of the bight. The village of Portolago is 20 situated at the head of the eastern of the two bights. A pier, with a depth of  $1\frac{1}{2}$  fathoms ( $2^m7$ ) at its head, extends off Portolago.

A shallow cove is entered between Krome point and a point about  $1\frac{1}{2}$  cables south-eastward.

Lepetha cove, which is shallow, is entered between Malissa point, 25 situated about 6 cables southward of Krome point, and a point about  $2\frac{1}{2}$  cables north-eastward. There are several piers in this cove, and the village of Lepetha lies at its head.

In the bay south-westward of Malissa point there are three piers, one of which has a T-shaped head. A floating dock is moored in this bay.

30 There are a number of mooring buoys in Port Laki.

**Dangers.—Beacons.**—A reef, awash, is situated a short distance off the north-western side of the bay, about three-quarters of a mile north-north-eastward of Cazzuni point; the south-western end of this reef is marked by a pole beacon, surmounted by a ball.

35 Quaroni rock, with a depth of  $5\frac{1}{2}$  fathoms ( $10^m1$ ) over it, lies about  $2\frac{1}{4}$  cables north-north-westward of Malissa point.

Favati rock, which has a depth of  $4\frac{1}{2}$  fathoms ( $8^m2$ ) over it, lies about a cable eastward of the head of the breakwater extending from Brachos point.

40 A red beacon, consisting of a concrete prism on a square base, and surmounted by a cylinder, stands on a shoal close southward of the root of the above-mentioned breakwater.

**Signal station.—Lights.**—There is a signal station close westward of Pernice point.

45 A light is exhibited, at an elevation of 162 feet ( $49^m4$ ), from a white iron framework structure, 18 feet ( $5^m5$ ) in height, on Angistro head.

A light is exhibited from a white framework structure, with red horizontal bands, on the head of the breakwater extending from Brachos point.

50 **Anchorage.**—Port Laki is an excellent anchorage, but is not safe in south-westerly gales.

A vessel may anchor in the bay in depths of from 7 to 25 fathoms ( $12^m8$  to  $45^m7$ ), mud, but care must be taken to avoid letting go the anchor in any rocky area. The holding ground is good, but it is

*Charts 1666, 2682, 2836a, 2158b, 449.*

**Chart 1669, plan of Port Laki.**

advisable to veer plenty of cable, as should a westerly or south-westerly gale blow, a swell sets into the port, and very violent gusts of wind sweep down from Mount Triad and Mount Konasmata, and over the village of Lepetha, often varying in direction as much as 6 or 7 points in a few minutes, though the wind outside remains perfectly steady. Boat sailing at such times is dangerous. 5

**Prohibited anchorage.**—Anchorage is prohibited in an area in Port Laki which is reserved for seaplanes.

When seaplanes are expected to alight in, or take off from, this area, pendants 4 and 5 of the International Code of Signals will be displayed on a yard of the wind-vane, and will be repeated at Gonia, the signal station at Pernice point, and by one of the guard vessels. While these signals are displayed, vessels are prohibited from entering the area mentioned above. 10 15

If it is necessary to interrupt the traffic also in the area near the entrance to Lepetha cove, flag B of the International Code of Signals will be displayed at another wind-vane.

When these signals are displayed, vessels preparing to leave or enter the port should wait until they are hauled down, if a vessel has started to leave or enter, however, the seaplane or seaplanes will wait; small craft must, in any case, keep clear of the area; and all vessels must keep clear of the seaplanes. 20

**Directions.**—A vessel, approaching Port Laki from northward, should steer to pass about a mile westward of Skrophes ledge, described below. The entrance can be distinguished by the grey colour of Mount Triad, page 297, on the eastern side, and by the red colour of Mount Konasmata, page 297, which has a long, sloping ridge, on the north-western side, but the entrance does not open until Pernice point is bearing less than 077°. From the entrance, a vessel should proceed in mid-channel to the anchorage. 25 30

If approaching from southward, a vessel should pass Cape Kalavati at a convenient distance and proceed as directed above. See view on chart 1669.

**Communications.—Supplies.**—There is regular steamer communication with Italy, Greece, Egypt, and other islands in the Dodecanese. 35

Fresh provisions can be obtained, if previous notice is given.

Vessels can be supplied with drinking water from tank vessels.

Small quantities of coal and fuel oil are kept in stock by the Italian Naval authorities. 40

**Port facilities.**—There are several lighters and tugs belonging to the Italian Navy; repairs can be executed. There are two cranes, one of 3 tons and the other of 15 tons capacity.

The floating dock is available for vessels of 2,000 tons. 45

There is a harbour-master's office and a customs house at Portolago.

There are two hospitals, one of which is situated at Lepetha.

**Chart 1666.**

**Coast.—Danger**—Cape Konizma (*Lat.* 37° 08' N., *Long.* 26° 50' E.) lies about 1½ miles north-north-westward of Pernice point. Skrophes ledge, the outer end of which lies about a mile southward of Cape Konizma, consists of a group of rocks, from 5 to 20 feet (1<sup>m</sup>5 to 6<sup>m</sup>1) high, extending offshore in a south-westerly direction for about 3 cables. The ledge is steep-to on its western side. 50

*Chart 1666.*

Thremona bay is entered between Cape Konizma and Plaka point, about a mile north-north-westward. A shoal, with a depth of  $1\frac{1}{2}$  fathoms ( $2^m7$ ) over it, lies about a cable westward of Cape Konizma, and a shoal with  $3\frac{1}{2}$  fathoms ( $6^m4$ ) over it, lies about  $1\frac{1}{2}$  cables north-westward of the same point. A shoal with some above-water rocks on it, lies about 3 cables south-eastward of Plaka point and 2 cables off the northern shore of the bay. Churnas nisias are situated on a shoal, with less than 5 fathoms ( $9^m1$ ) over it, extending from 5 to 8 cables north-north-eastward of Cape Konizma and from  $2\frac{1}{2}$  to 4 cables off the south-eastern side of the bay. The depths within the bay are irregular and its sides are foul with above-water and sunken rocks lying a short distance offshore. It is open to winds between south-west and north-west, but small vessels, with local knowledge, find good shelter near the head of the bay except with westerly winds.

Cape Tesmari, the north-western extreme of Lero, lies about  $2\frac{1}{2}$  miles north-westward of Plaka point. Mount Alsaki, 846 feet ( $257^m9$ ), high, stands about three-quarters of a mile east-south-eastward of Cape Tesmari.

20 *Chart 1669, plan of Parthani bay and approaches.*

**North-western coast of Lero.—Pharios channel.**—Arkangelos, an island, 436 feet ( $132^m9$ ) high, at its northern end, lies with its south-eastern extreme about three-quarters of a mile north-north-eastward of Cape Tesmari, and is separated from the north-western end of Lero by Pharios channel, which is a quarter of a mile wide in its narrowest part. A ruined windmill stands on a hill, 325 feet ( $99^m1$ ) high, about half a mile northward of the south-eastern extreme of Arkangelos.

Two rocky shoals, about a cable apart, the northern, with a depth of 2 fathoms ( $3^m7$ ) over it, and the southern, with a depth of  $2\frac{1}{2}$  fathoms ( $4^m1$ ) over it, lie about 2 cables off the western side of Arkangelos, at a distance of about  $6\frac{1}{2}$  cables south-westward of the north-western extreme of the island.

Pharios, a group of islets of a dark grey colour, lies close off the south-western end of Arkangelos, connected to it by a shallow bank. Pharios channel is entered from south-westward between Cape Tesmari and the south-westernmost of this group, about half a mile west-north-westward.

A shallow bank, about half a cable wide, extends south-eastward and north-eastward of the south-eastern extreme of Arkangelos; there is an above-water rock close south-eastward of the extreme, and a rock, with a depth of one foot ( $0^m3$ ) over it, lies on the north-eastern edge of this bank. Parthani bay, page 301, on the south-eastern side of Pharios channel, is entered between a point, about  $1\frac{1}{2}$  miles north-eastward of Cape Tesmari, and Cora point, 6 cables north-eastward.

Plakusa, an islet, lies on the north-western side of the north-eastern entrance to Pharios channel, about half a mile northward of Cora point and  $3\frac{1}{2}$  cables off the eastern end of Arkangelos. A rocky shoal, with a least depth of 2 feet ( $0^m6$ ) over it, lies midway between Plakusa and Arkangelos. A rocky shoal, with a least depth of  $2\frac{1}{2}$  fathoms ( $4^m6$ ) over it, lies on the south-eastern side of the north-eastern entrance to Pharios channel, about 6 cables east-north-eastward of Cora point (*Lat.*  $37^\circ 12' N.$ , *Long.*  $26^\circ 48' E.$ ), and from  $1\frac{1}{2}$  to  $2\frac{1}{2}$  cables off the northern coast of Lero.

*Charts 1666, 1574, 2682, 2836a, 2158b, 449.*

*Chart 1669, plan of Parthani bay and approaches.*

Tripiti, which lies in the north-eastern approach to Pharios channel, is described on page 302.

**Parthani bay.**—This bay is well sheltered from all winds, and large vessels can anchor near its head, good holding ground. There is a pier and some cultivated ground on the southern side of the eastern end of the bay. 5

At its eastern end, Parthani bay leads into a basin, at the head of which is Agia Matrona; this basin is protected from all winds by high land, and provides shelter for small vessels with excellent holding ground. There is a pier on the northern side of the basin. 10

**Directions.**—Parthani bay may be approached from eastward, westward, or northward. The islets Strongili, page 302, Tripiti and Plakusa are easily distinguished.

A vessel, approaching from eastward, is recommended to pass between Strongili and Tripiti, keeping nearer to Strongili, which is steep-to. Thence she should steer to pass close southward of Plakusa, giving a good berth to the  $2\frac{1}{2}$ -fathom ( $4^m6$ ) shoal lying off the northern end of Lero.

A vessel, from westward, should approach sufficiently close to Lero to distinguish the Pharios group, and, by day, the windmill on Arkhangelos, and proceed through Pharios channel in mid-channel towards the entrance. 20

A vessel, approaching from northward, should steer  $180^\circ$ , so as to pass between Tripiti and Plakusa, and when the latter islet is abeam she should alter course south-westward and keep in mid-channel between Arkhangelos and Lero towards the entrance of Parthani bay. 25  
*Chart 1666.*

**Eastern coast of Lero.**—From Theapori point, page, 297, the coast trends northward for about a mile and then north-westward for  $2\frac{1}{2}$  miles to the head of Panale bay. This bay lies on the southern side of a promontory, of which Cape Skylbo Kremos, situated about  $3\frac{1}{2}$  miles northward of Theapori point, is the eastern extreme. Peganusa, an islet, lies about  $1\frac{1}{2}$  miles north-north-eastward of Theapori point and half a mile offshore; a shoal, with a depth of  $8\frac{1}{2}$  fathoms ( $15^m5$ ) over it, lies about  $2\frac{1}{2}$  cables north-north-westward of the northern extreme of this islet. Agia Kiriaki an islet, lies in the approach to Panale bay, about  $1\frac{1}{2}$  miles north-north-westward of Peganusa and 6 cables offshore. Panale bay affords shelter for small vessels from northerly winds. 30 40

*Chart 1669, plan of Alinda bay.*

**Alinda bay.**—**Lights.**—Alinda bay is entered between Punta Castello, situated about three-quarters of a mile west-north-westward of Cape Skylbo Kremos, and Cape Aspro, about half a mile north-north-westward. A rocky shoal, with a least depth of 19 feet ( $5^m8$ ) over it, lies about a quarter of a mile south-south-westward of Cape Aspro, and the shores of the bay are fringed by a narrow bank on which there are sunken rocks in places. 45

Between a point, situated 3 cables westward of Punta Castello, and a point, about 3 cables further south-westward, there is a bight in the south-eastern side of the bay which forms the port of Agia Marina. At the north-eastern end of this bight there is a small breakwater, and a mole projects for a short distance, about  $1\frac{1}{2}$  cables southward of the breakwater.

*Charts 1666, 1546, 2682, 2836a, 2158b, 449.*

*Chart 1669, plan of Alinda bay.*

The town of Agia Marina is situated on the southern side of the above-mentioned bight and extends up the slope of the hill south-eastward of the town of Lero, the principal town of the island. The latter stands on the saddle between a hill, 669 feet (203<sup>m</sup>9) high, situated three-quarters of a mile south-westward of Punta Castello and a castle standing on a hill about 3 cables southward of the same point.

A light (*Lat.* 37° 09' N., *Long.* 26° 51' E.) is exhibited, at an elevation of 49 feet (14<sup>m</sup>9), from an iron framework structure, 23 feet (7<sup>m</sup>0) in height, on the point about 3 cables westward of Punta Castello.

A light is exhibited, at an elevation of 21 feet (6<sup>m</sup>4), from a masonry tower, with its upper part painted with white and green horizontal bands, situated on the mole head.

**15 Anchorages.**—There is anchorage off Agia Marina in depths of from 10 to 18 fathoms (18<sup>m</sup>3 to 32<sup>m</sup>9), but it is exposed to easterly winds.

There is anchorage, even with strong northerly winds, with the campanile, situated about 3 cables south-eastward of the mole, bearing **20** 125°, distant about 9 cables.

Small vessels, with local knowledge, can secure to the mole.

*Chart 1666.*

**North-eastern coast of Lero.**—Cape Panozimi, the north-eastern extreme of Lero, is situated about a mile northward of Cape Aspro. **25** Mount Kleithi, 1,050 feet (320<sup>m</sup>0) high, stands about a mile south-westward of Cape Panozimi. Between the last-mentioned point and Cora point (*Lat.* 37° 12' N., *Long.* 26° 48' E.), page 300, about 3 miles west-north-westward, the coast is indented.

*Chart 1669, plan of Parthani bay and approaches.*

**30** Strongili, an islet, 292 feet (89<sup>m</sup>0) high, lies in the northern approach to Blefuti bay, described below, about 3 cables northward of its eastern entrance point, which is situated about 1½ miles west-north-westward of Cape Panozimi. Tripiti, an islet, 75 feet (22<sup>m</sup>9) high, with another islet close off its southern end, lies in the eastern approach to Pharios **35** channel, page 300, with its southern extreme about half a mile north-north-westward of Strongili. A shoal, with a depth of 2½ fathoms (4<sup>m</sup>6) over it, lies close off the northern end of Tripiti.

**Blefuti bay.**—The entrance to this bay is about 4 cables wide between its eastern entrance point, previously mentioned, and its **40** western entrance point. A shallow bank, on which there is a group of rocks, 6 feet (1<sup>m</sup>8) high, lies nearly midway between the entrance points; there is a depth of 3½ fathoms (6<sup>m</sup>4) at a distance of about half a cable northward of the northernmost above-water rock. Within the bay the depths decrease rapidly towards the sides and the head; **45** depths of less than 6 fathoms (11<sup>m</sup>0) extend off the eastern side of the bay for as much as 1½ cables. The village of Plapkuti lies at the head of the bay.

Blefuti bay affords shelter during a scirocco and also with all westerly winds between north and south. A vessel when entering **50** should pass eastward of the group of rocks in the entrance, as the passage south-westward of the rocks, in the fairway of which there are depths of only 3 fathoms (5<sup>m</sup>5), is very narrow.

*Chart 1574.*

**Lipso channel.**—Islets and dangers.—Lipso channel lies between

*Charts 1666, 2682, 2836a, 2158b, 449.*

*C art 1574.*

the northern side of Lero, and the southern end of Lipso, an island ; it is about  $3\frac{1}{2}$  miles wide in its narrowest part between Arkhangelos and the southern end of Lipso. There are several islets, rocks, and shoals in the channel. Arkhangelos, Plakusa, and Tripiti, which lie 5 on the southern side of the channel have been described previously.

Saraki, the south-westernmost of the islets in Lipso channel, is situated about  $3\frac{1}{2}$  miles west-north-westward of the north-western extreme of Arkhangelos ; a rock, over which there is a depth of less than 6 feet ( $1^m8$ ), and which is steep-to, lies about  $1\frac{1}{2}$  cables off the 10 north-eastern side of Saraki.

Koreli, an above-water rock, which is steep-to, lies 4 cables south-south-westward of Saraki. A rocky shoal, with a least depth of  $4\frac{1}{2}$  fathoms ( $8^m2$ ) over it, and steep-to, lies from 2 to 3 cables eastward, and another shoal, with a depth of  $5\frac{1}{2}$  fathoms ( $9^m6$ ) over it, lies 15  $3\frac{1}{2}$  cables south-south-westward, of Koreli. The western extreme of the Khalavra isles, bearing  $016^\circ$ , and open eastward of Phrango, leads eastward of these dangers.

Phrango, an islet, 246 feet ( $75^m0$ ) high, lies north-north-eastward of Saraki, separated by a passage about  $1\frac{1}{2}$  miles wide, in the fairway 20 of which the depths are considerable. An above-water rock lies about a cable off the southern end of Phrango, and at a distance of  $1\frac{1}{4}$  cables eastward of this rock, there is a shoal, with a depth of 4 fathoms ( $7^m3$ ) over it.

Miseo reef, partly above-water, lies from 3 to 4 cables off the north- 25 western extreme of Phrango, with considerable depths between.

Khalavra isles, consisting of several islets, each fringed by a narrow shallow bank on which there are above-water and sunken rocks, lie nearly midway between Phrango and the south-western side of Lipso ; there are narrow boat passages between some of these islets. A 30 patch, with a depth of  $5\frac{1}{2}$  fathoms ( $10^m1$ ) over it, lies about a cable off the north-western extreme of westernmost islet, and another patch, with a depth of 7 fathoms ( $12^m8$ ) over it, lies about 3 cables north-north-westward of the same extreme.

Between Khalavra isles, on the north-eastern side, and Phrango 35 and Miseo reef, on the south-western side, the passage is about a mile wide ; between Khalavra isles and the rocks skirting the south-western side of Lipso, the passage is 4 cables wide. The depths in the fairway of both these passages are considerable.

The south-eastern end of Lipso is considerably indented ; it is 40 fringed by a narrow bank, over which the depths are uneven and on which there are above-water and sunken rocks in places.

South Aspra isles, two in number, the larger and eastern of which is 75 feet ( $22^m9$ ) high, lie on a bank, with depths of less than 3 fathoms ( $5^m5$ ) over it, which extends eastward for a distance of about 6 cables 45 from a point on the south-eastern side of Lipso, situated about a mile north-eastward of Coraccia point (*Lat.  $37^\circ 17' N.$ , Long.  $26^\circ 48' E.$* ), the southern extreme of that island. Another islet, surrounded by a shallow bank, three-quarters of a cable wide at its southern end, and on which there are some above-water rocks, lies about 2 cables 50 southward of the eastern of the South Aspra isles, with depths of about  $3\frac{1}{2}$  fathoms ( $5^m9$ ) between ; a rocky patch, with a depth of  $1\frac{1}{2}$  fathoms ( $2^m7$ ) over it, lies about 4 cables south-south-eastward of the south-eastern extreme of the eastern Aspra islet.

*Chart 1574.*

The northern extreme of Phrango, bearing  $264^{\circ}$ , open southward of the above-water rocks lying close off the southern side of Khalavra isles, leads southward of South Aspra isles; and the eastern extremes of the northern and southern islets of the North Aspra isles, in line bearing  $350^{\circ}$ , leads eastward of them.

Kalapodi, two islets bordered by a narrow, shallow bank, which is steep-to, lie in the eastern part of Lipso channel, about  $1\frac{1}{2}$  miles south-eastward of Coraccia point, and may be passed on either side.

The eastern end of the eastern Kalapodi islet is 82 feet ( $25^m0$ ) high.

**LIPSO.—Light.**—Lipso, an island, is of limestone formation and is 909 feet ( $277^m1$ ) high in its north-western part; its coast is much indented, and is fringed by a bank, as much as 2 cables wide in places, over which the depths are uneven and on which there are above-water and sunken rocks. See view facing page 296.

Lipso produces barley, wheat, grapes, and tobacco. In 1937, the population was 1,015.

Port Sokoro, also known as Lisso, on the south-western side of Lipso, is entered between a point about  $1\frac{1}{2}$  miles north-westward of Coraccia point, page 303, and a point about 4 cables westward; it is open south-westward but sheltered in that direction, to some extent, by the Khalavra isles; the bottom consists of mud.

There is a small pier, with a depth of 6 feet ( $1^m8$ ) at its head, situated on the northern side of the head of the port, and the church of S. Nicola, a conspicuous rectangular building, stands on the southern side of the head of the port, about  $1\frac{1}{2}$  cables southward of the pier-head. The principal town of Lipso stands on the eastern side of the head of the port.

A light (*Lat.*  $37^{\circ} 18' N.$ , *Long.*  $26^{\circ} 47' E.$ ) is exhibited, at an elevation of 16 feet ( $4^m9$ ), from a small red cylindrical column, surmounted by an iron staff, on the pierhead at Port Sokoro.

There are a harbour office and a customs house at Port Sokoro. There is regular steamer communication with other islands of the Dodecanese.

Port Muskat, an inlet, situated at the north-western end of Lipso, is of no importance.

**Off-lying islets.—Dangers.**—South Aspra isles, lying off the south-eastern end of Lipso, are described on page 303. North Aspra isles, a group, lying from  $1\frac{1}{2}$  to 2 miles northward of the eastern of the South Aspra isles, are separated from the northern part of the eastern end of Lipso by a channel about half a mile wide; the navigable width of this channel is contracted to  $1\frac{1}{2}$  cables by the rocky shallow banks extending from either side, but in the fairway there are depths of from 8 to 10 fathoms ( $14^m6$  to  $18^m3$ ).

A rocky shoal, with a depth of  $2\frac{3}{4}$  fathoms ( $5^m0$ ) over it, lies about three-quarters of a mile north-eastward of the northernmost of the North Aspra isles. The western of the South Aspra isles, bearing  $216^{\circ}$ , open south-eastward of the south-easternmost of the North Aspra isles, leads south-eastward of this shoal; the southern end of Grilussa, bearing  $280^{\circ}$ , and slightly open southward of Kupaki, leads northward of the shoal.

Rephulia islets, a group of islets and above-water rocks, are situated off the northern end of Lipso, separated by a passage about  $3\frac{1}{2}$  cables

*Chart 1574.*

wide in its narrowest part, in the fairway of which the depths are considerable. A shoal, with a depth of from one to 3 fathoms (1<sup>m</sup>8 to 5<sup>m</sup>5) over it, extends north-north-eastward from the northern extreme of the northernmost islet for about a cable, and a detached 5 shoal, with a depth of 3½ fathoms (6<sup>m</sup>4) over it, lies about 2 cables north-eastward of the same extreme; this islet is 98 feet (29<sup>m</sup>9) high. A shoal, with a depth of 5½ fathoms (9<sup>m</sup>6) over it, extends eastward from the easternmost islet, which is 105 feet (32<sup>m</sup>0) high, for about a cable. The south-westernmost, and largest, of these islets is 10 203 feet (61<sup>m</sup>9) high.

Arki, the summit of which reaches an elevation of 374 feet (114<sup>m</sup>0), is the largest of a group of islands lying northward of Lipso, and is situated with its southern extreme (*Lat.* 37° 22' N., *Long.* 26° 46' E.) about 1½ miles north-eastward of the northernmost of the Rephulia 15 islets.

The coast of Arki is indented, and small vessels, with local knowledge, can find good shelter in one of the bays on the south-western side, the eastern entrance point of which lies about a mile north-westward of the southern extreme of the island. 20

Grilussa, 387 feet (118<sup>m</sup>0) high at its southern end, is the largest and south-westernmost of a group of four islets lying off the south-western side of Arki, and is situated with its eastern extreme about 1½ miles west-north-westward of the southern extreme of Arki.

Another group of islets lies south-eastward of the southern end of 25 Arki; Kupaki, 49 feet (14<sup>m</sup>9) high, situated about three-quarters of a mile from the southern extreme of that island, is the southernmost of this group. The passage between the last-mentioned group of islets and the detached 3½-fathom (6<sup>m</sup>4) shoal lying 2 cables north-eastward of the northernmost of the Rephulia islets is about a 30 mile wide in its narrowest part, and in mid-channel, is clear of dangers.

Neither Arki nor the islets off-lying it are of any importance, and vessels navigating in the vicinity of both Lipso and Arki should avoid the salient points. 35

**PATMOS.**—This island, famous as the place of exile of St. John, the Evangelist, lies with Cape Yeranos, its eastern extreme, about 4½ miles west-south-westward of the western extreme of Grilussa. Patmos consists of three masses of volcanic formation, joined by two low isthmuses; the land, mainly limestone, is barren and rugged. 40 Mount Agios Elias, 883 feet (269<sup>m</sup>1) high, on which there is a conspicuous white church, is the summit, and is situated in the south-western part of the island; Mount Prasson, 797 feet (242<sup>m</sup>9) high, is situated at the southern end, and Mount Sklaves, 748 feet (228<sup>m</sup>0) high, at the north-eastern end. The coast of the island is indented and 45 generally steep and cliffy. The population was 3,324 in 1937. See views on chart 1574.

Patmos produces wheat, barley, grapes, tobacco, and beans.

**Eastern coast of Patmos.**—Between Cape Elia, the south-eastern extreme of Patmos, and Cape Yeranos, about 4½ miles north-north- 50 eastward, there is a bight in which there are several bays and in the approaches to the latter of which there are several islets and dangers.

*Charts 2682, 2836a, 2158b, 449.*



*Chart 1574, plan of Ports Stavros and Griko.*

Between a point, about three-quarters of a mile northward of Cape Elia, and Cape Trago, about  $1\frac{1}{4}$  miles further northward there is a bay. Trago, an island, 351 feet (107<sup>m</sup>0) high, lies midway between  
 5 the entrance points of this bay and  $1\frac{1}{2}$  cables offshore; Port Griko is situated in the north-western part of the bay.

Trago reef, extending in a northerly direction from its southern end, which is above water, for 2 cables, lies about a quarter of a mile eastward of the southern end of Trago.

- 10 Port Griko affords good shelter to small vessels, and is accessible either northward or southward and westward of Trago. The southern channel has a least width of half a cable between the shallow banks on either side. A vessel may anchor in the middle of the port in a depth of 14 fathoms (25<sup>m</sup>6), sand and mud. This anchorage is not tenable  
 15 in south-easterly winds during winter, when shelter should be sought in Port Merika, on the western side of the island.

*Chart 1574, plan of Port Scala.*

- Port Skala, page 307, is entered between Cape Kumana, situated about  $1\frac{1}{4}$  miles north-westward of Cape Trago, and a point about  
 20  $3\frac{1}{2}$  cables south-south-eastward.

*Chart 1574.*

- Cape Tripiti lies on the northern side of the bight between Capes Elia and Yeranós, and about 6 cables west-south-westward of the latter. Between Cape Tripiti and the head of Kambos bay, where  
 25 there are some white houses and cultivated ground, about 2 miles west-north-westward, the coast is bordered by a rocky bank, as much as 3 cables wide in places; Kudro, 121 feet (36<sup>m</sup>9) high, and Georgio, 171 feet (52<sup>m</sup>1) high, two islets, lie half a mile and three-quarters of a mile, respectively, west-north-westward of Cape Tripiti, near the  
 30 outer edge of the coastal bank.

Panagia, an islet, 75 feet (22<sup>m</sup>9) high, lies about a mile west-south-westward of Georgio, and about a cable offshore. There is anchorage, in a depth of 16 fathoms (29<sup>m</sup>3), sand, at a distance of about  $3\frac{1}{2}$  cables offshore, midway between these two islets.

- 35 **Light.**—A light (*Lat.* 37° 18' N., *Long.* 26° 36' E.) is exhibited, at an elevation of 96 feet (29<sup>m</sup>3), from a mast, 18 feet (5<sup>m</sup>5) in height, on Cape Trago.

- Off-lying islets and dangers.**—Khelia, an islet, 374 feet (114<sup>m</sup>0) high, and surrounded by a shallow bank which extends as much as  
 40 one cable from its northern end and  $1\frac{1}{2}$  cables from its southern end, lies with its southern end about  $1\frac{1}{2}$  miles eastward of Trago.

A rocky bank, with a least depth of 8 fathoms (14<sup>m</sup>6) over it, lies about three-quarters of a mile west-south-westward of the southern extreme of Khelia.

- 45 Khelia rock, with a depth of 3 feet (0<sup>m</sup>9) over it, lies about 6 cables southward of the southern extreme of Khelia. *See* views A and C on chart 1574. Cape Yeranós, bearing 003°, well open eastward of Khelia islet, leads eastward of Khelia rock; the northern side of the hummock on Cape Yenupa, page 307, in line with the southern extreme  
 50 of Trago, bearing 268°, leads southward of Khelia rock. *See* view B on chart 1574. The passage between Khelia rock and Trago reef, mentioned above, is about a mile wide.

The north-easternmost of the Sklavaki isles, a group of islets and above-water rocks, lies about a mile south-south-westward of Cape

*Charts 2682, 2836a, 2158b, 449.*

*Chart 1574.*

Yeranos. A reef, with a depth of 2 fathoms ( $3^m7$ ) at its extremity, extends in a south-easterly direction from this islet for the distance of about half a cable. The north-western islet, 82 feet ( $25^m0$ ) high, lies about  $2\frac{1}{2}$  cables westward of the north-easternmost. The south-westernmost above-water rock of the group, with a sunken rock close off its western side, lies about half a mile south-westward of the north-easternmost islet. 5

*Chart 1574, plan of Port Skala.*

**Port Skala.**—**Light.**—Port Skala, page 306, is open south-eastward. The sides of the port are fringed by a narrow, shallow bank, and depths of less than 5 fathoms ( $9^m1$ ) extend from its head for the distance of about a cable. A rock, with a depth of  $1\frac{1}{2}$  fathoms ( $2^m3$ ) over it, lies about half a cable north-north-eastward from the head of the pier at the village of Skala, which is situated on the south-western side of the port, about 4 cables westward of Cape Kumana. The bottom, within the port, consists of mud. The town of Patino, in the middle and highest part of which there is a conspicuous monastery, stands on a hill about a mile south-south-eastward of Skala. See views D and E on chart 1574. 10 20

A light is exhibited, at an elevation of 13 feet ( $4^m0$ ), from a green iron column, 15 feet ( $4^m6$ ) in height, situated on the roof of the pier at Skala (*Lat.*  $37^\circ 19' N.$ , *Long.*  $26^\circ 34' E.$ ).

**Anchorage.**—Large vessels anchor off Cape Kumana, in a depth of 22 fathoms ( $40^m2$ ), sand, at a distance of 2 cables offshore. Small vessels, with local knowledge, find anchorage in a depth of 13 fathoms ( $23^m8$ ), a short distance within the entrance, with their sterns secured to the pier. Here, however, a vessel lies with her beam exposed to the hard squalls from the surrounding heights, both in summer and winter, during north-westerly winds. Further in the swinging room is restricted by the rock lying half a cable north-north-eastward of the pier, and also by sailing craft which are generally anchored eastward of the pier. 30

These anchorages are untenable in south-easterly winds during winter, when shelter should be sought in Port Merika, page 308. 35

Steamers approaching Port Skala generally do so by passing midway between Cape Tripiti and the Sklavaki isles.

**Port facilities.**—There are a harbour office, a customs house, and a Port Medical officer at Port Skala.

There is regular steamer communication with other islands of the Dodecanese, and there is communication by aircraft with Lipso and Lero. 40

*Chart 1574, plan of Ports Stavros and Griko.*

**Western and north-eastern coasts of Patmos.**—Port Stavros, at the south-western end of Patmos, is entered between Cape Kortessi, about  $1\frac{1}{2}$  miles west-north-westward of Cape Elia, page 305, and Cape Yenupa, about a mile further north-westward; it is separated from the eastern side of Patmos by a narrow isthmus, which unites Mount Prasson, page 305, to the main part of the island northward. The sides of Port Stavros are bordered by a rocky shallow bank, about  $1\frac{1}{2}$  cables wide in places. 45 50

*Chart 1574.*

Between Cape Yenupa and Cape Zoluphi, the north-western extreme of Patmos, the coast is steep and indented, with above-water and

*Chart 1574.*

sunken rocks lying a short distance offshore in places. Port Merika, which provides shelter from south-easterly winds, is situated about 3 miles northward of Cape Yenupa.

- 5 Between Cape Zoluphi and Cape Yeranós, page 305, the north-eastern coast of Patmos is indented, and the projecting points should be avoided.

The three Balamo islets lie off a point situated  $1\frac{1}{2}$  miles north-north-westward of Cape Yeranós; the outermost islet, which is 10 43 feet ( $13^m1$ ) high, lies at a distance of a quarter of a mile offshore, and the innermost, which is 30 feet ( $9^m1$ ) high, lies close offshore.

**Off-lying islet and rocks.—Danger.**—Anedro, an islet, 335 feet ( $102^m1$ ) high, lies about  $2\frac{1}{4}$  miles north-westward of Cape Zoluphi. Its southern side is rugged and steep, and fringed with above-water 15 rocks lying close offshore.

Petro Karavi, a group of above-water rocks, which are steep-to, lie about 2 miles westward of Anedro.

*Charts 1574 and 1537.*

Fóurnoi (Phurni) rock, with a depth of  $4\frac{1}{2}$  fathoms ( $8^m7$ ) over it, 20 and with a  $5\frac{1}{2}$ -fathom ( $10^m5$ ) patch about 4 cables south-eastward, lies about  $3\frac{1}{4}$  miles northward of Anedro, and about 2 miles southward of Máкро, described below. The channel between Fimaina and Dhiapóri islands, page 309, kept open, with its centre bearing about  $358^\circ$ , leads westward of Fóurnoi rock. See view on chart 1537.

*25 Chart 1537.*

**FOÚRNOI ISLANDS.—Dangers.**—Fóurnoi (Furni) is a group of islands and rocks lying northward of Patmos, with Cape Agriðhió, the southern extreme of Fóurnoi, the largest island of the group, about 9 miles northward of Cape Zoluphi, page 307. There is no good 30 harbour in the group, though there are many creeks where small vessels, with local knowledge, may take shelter.

Fóurnoi, 1,591 feet ( $484^m9$ ) high at its northern end, is indented and is nearly divided in the middle by a narrow isthmus. The inhabitants reside in a village on the western side of the south-western 35 part of the island, about 3 miles north-north-westward of Cape Agriðhió.

Máкро (Makra-nisi), an island, lies with its north-eastern extreme about 6 cables south-south-westward of Cape Agriðhió; Platí, an islet, with an above-water rock  $1\frac{1}{4}$  cables off its southern end, lies 40 about 3 cables westward of the northern end of Máкро; Strongiló, an islet, lies about 3 cables northward of Máкро and the same distance off the coast of Fóurnoi, north-eastward. An islet lies about  $1\frac{1}{4}$  cables south-eastward of Cape Agriðhió. Megálos Anthropolágos (Anthro), an islet, 64 feet ( $19^m5$ ) high at its northern end, with Mikrós Anthro- 45 polágos (Kedros), a smaller islet, half a mile northward, lies about  $1\frac{1}{4}$  miles south-eastward of Cape Agriðhió (*Lat.*  $37^\circ 32' N.$ , *Long.*  $26^\circ 32' E.$ ). A shoal, with a depth of  $5\frac{1}{4}$  fathoms ( $9^m6$ ) over it, lies three-quarters of a mile south-south-eastward of Megálos Anthropolágos. Áyios Minás (Menas), an island, lies about 4 miles north- 50 north-eastward of Cape Agriðhió and 3 cables off the eastern side of Fóurnoi.

*Chart 1537, plan of Furni Boghaz.*

Dhiapóri (Diapori), an island, is connected to a point on the western

*Charts 2682, 2836a, 2158b, 449.*

*Chart 1537, plan of Furni Boghaz.*

side of Fournoi, about 3 miles north-westward of Cape Agriðhió, by a narrow shallow bank, over which there is no passage.

Fournoi Bogázi (Furni Boghaz) is the channel, about half a cable wide, separating Dhiapóri, on the eastern side, from Fímaina (Themina), an island, on the western side. There is a depth of 10 fathoms (18<sup>m</sup>3) in the fairway of this channel and it is clear of dangers; a steam vessel, or a sailing vessel with a fair wind, may pass through it in case of necessity.

*Chart 1537.*

Álazo, an islet, 324 feet (98<sup>m</sup>8) high, lies about 2½ miles south-south-eastward of Cape Trakhli, the western extreme of Fímaina. A spit, with a depth of 3½ fathoms (6<sup>m</sup>4) over it, extends three-quarters of a cable from the western extreme of Álazo.

A detached rock, over which there is a depth of 13 feet (4<sup>m</sup>0), lies 4 cables south-westward of the western extreme of Álazo.

Fímaino (Nisi-Theminas), an islet, lies about half a mile westward of the northern extreme of Fímaina and a short distance offshore.

**Anchorage.**—Temporary anchorage may be obtained, in the summer, in the bay on the eastern side of Fournoi, situated westward of the western extreme of Áyios Minás.

Váli (Vagli) cove, situated in the central part of the western coast of Fournoi, and northward of the isthmus joining the two portions of that island, forms a secure anchorage for small vessels, but the depths in it are considerable.

*Chart 1537, plan of Furni Boghaz.*

Mármaro bay, situated eastward of the southern end of Dhiapóri, is the most secure anchorage in the Fournoi islands; the depths, about 1½ cables off the eastern shore of the bay, are moderate, and the bottom consists of mud.

The bay eastward of the northern part of Dhiapóri, where the village is situated, is insecure, being exposed to northerly gales, and having a rocky bottom.

*Chart 1537.*

**Fournoi channel.**—**Lights.**—Fournoi channel (Furni pass) about 3½ miles wide, separates the Fournoi group from the south-western end of Sámos, page 322, north-eastward; the channel is clear of dangers and the depths in it are considerable. Sailing vessels, proceeding northward with contrary winds seldom pass through this channel, but prefer Sámos strait, page 322.

A light (*Lat.* 37° 39' N., *Long.* 26° 32' E.) is exhibited, at an elevation of 120 feet (36<sup>m</sup>6), from an iron beacon on a concrete base, 20 feet (6<sup>m</sup>1) in height, on Cape Maláki the northern extreme of Fournoi.

A light is exhibited, at an elevation of 49 feet (14<sup>m</sup>9), from an iron beacon on a concrete base, 20 feet (6<sup>m</sup>1) in height, which stands on Cape Áyios Doménikos, the south-western extreme of Sámos, on the north-eastern side of Fournoi channel, *see* page 324.

**Current.**—The current in Fournoi channel always sets northward and causes a confused sea. *See* also page 159.

*Chart 1867.*

**IKARÍA.**—**Lights.**—Ikaria (Nikaria), an island, is separated from Fímaina, described above, by Ikaria passage, 4½ miles wide, in the fairway of which the depths are considerable. A chain of mountains,

*Chart 1867.*

from 2,000 to 3,420 feet (609<sup>m</sup>6 to 1,042<sup>m</sup>4) high, occupies the entire length of the island; sailing vessels should be cautious when near the high land and guard against squalls. The island is reported to  
 5 be healthy; the principal town is situated in the centre.

Cape Dhrápanon (Phanar), the north-eastern extreme of Ikaría, lies about 7 miles northward of Cape Trakhili, page 309. Cape Dhrápanon is somewhat flat; Beacon hill, a small elevation, is situated about three-quarters of a mile south-westward of it, and,  
 10 4 cables nearer the cape, there is a ruined tower, about 40 feet (12<sup>m</sup>2) high.

Cape Pappás (Papas) (*Lat.* 37° 31' N., *Long.* 26° 00' E.), the south-western extreme of Ikaría slopes steeply to the sea. Cape Armenistís (Strephomi) is situated on the northern side of Ikaría, about 9 miles  
 15 north-north-eastward of Cape Pappás.

A light is exhibited, at an elevation of 213 feet (64<sup>m</sup>9), from a circular tower and dwelling, 36 feet (11<sup>m</sup>0) in height, on Cape Pappás.

A light is exhibited, at an elevation of 101 feet (30<sup>m</sup>8), from an iron tower with a concrete base, 13 feet (4<sup>m</sup>0) in height, on Cape  
 20 Armenistís.

**Dangers.**—A sandy shoal, with a depth of 3½ fathoms (6<sup>m</sup>4) over it, on which s.s. *Antares* grounded in 1932, is reported to lie about three-quarters of a mile southward of Cape Dhrápanon, and 3½ cables offshore.

25 In 1937, the yacht *Toscana* reported taking the ground on a rock, with a depth of 8 feet (2<sup>m</sup>4) over it, situated about 1½ miles south-south-westward of Cape Dhrápanon, and 4 cables offshore.

**Anchorage.**—There is no harbour in Ikaría, but, off the northern coast, small vessels, with local knowledge, anchor under Cape Áyios  
 30 Fokás (Gonati), situated 3 miles westward of Cape Dhrápanon; also, with offshore winds and under favourable circumstances, in the bay off the village of Keramé, situated near the centre of the northern coast, about 9½ miles south-westward of the same cape, but this part of the coast should be quitted at the slightest indication of a northerly  
 35 wind.

In 1909, H.M.S. *Bacchante* anchored in Armenistís bay, with Yialistári (Yediskari), an islet, 6 feet (1<sup>m</sup>8) high, situated close offshore, about a mile eastward of Cape Armenistís lighthouse, bearing 159°, distant 5½ cables, in a depth of 17 fathoms (31<sup>m</sup>1). From this position  
 40 the depths decreased gradually towards the shore.

On the eastern side of Ikaría, temporary anchorage, with offshore winds, may be obtained off Áyios Yeóryios, half a mile southward of Cape Dhrápanon. About half a mile further southward, and westward of Cape Kalomeriá (Kolomera), there is a curved sandy beach off  
 45 which a vessel will find shelter during a northerly or westerly gale; the shore, for a distance of about 4 cables northward of Cape Kalomeriá, is bordered by shoals, over which there is a depth of 5 fathoms (9<sup>m</sup>1), and which extend about 2 cables offshore. Vessels anchoring off this part of the coast must avoid the dangers previously men-  
 50 tioned.

Áyios Kírikos (Angeriko) bay, 6 miles south-westward of Cape Dhrápanon, and Áyios Nikólaos bay, 3½ miles eastward of Cape Pappás, also afford temporary anchorage, but there is no shelter whatever on the southern coast from southerly winds.

*Charts 1537, 2682, 2836a, 2158b, 449.*

*Charts 1899 and 1546.*

**COAST OF ASIA MINOR.**—Between Fener burun, page 282, and Küçük burun, the south-western extreme of Sandama peninsula, about  $8\frac{1}{2}$  miles northward, the coast is fringed by a bank, with depths of less than 5 fathoms (9<sup>m</sup>1) over it, which extends as much as 4 cables off the stretch of coast lying from  $2\frac{1}{2}$  to  $3\frac{1}{2}$  miles northward of Fener burun; there are sunken rocks on this bank in places. 5

*Chart 1899.*

Kara bakla burnu (Karabaghla point) is situated about 5 miles north-north-westward of Fener burun; two above-water rocks lie close westward of this point on the coastal bank which extends as much as 2 cables in a south-westerly direction from the point. 10

Pitta, an islet, lies about a mile south-south-eastward of Kara bakla burnu, and a quarter of a mile off the coast south-eastward, with depths of 5 fathoms (9<sup>m</sup>1) between. 15

**Off-lying islands and rocks.**—**Danger.**—Karabakla or Çatal adalar is the largest of a group of islands off-lying this part of the coast and is situated with Chatali point, its north-eastern extreme, about 2 miles southward of Kara bakla burnu, and  $1\frac{1}{2}$  miles offshore. The island is nearly divided into two parts by a low sandy isthmus, the northern part being 500 feet (152<sup>m</sup>4) high, and the south-western part, 367 feet (111<sup>m</sup>9) high. Karabakla is fringed by islets and above-water rocks on its western and southern sides; Lepto, the largest of these, lies close westward of its southern end. 20

Topan adası (Atsaki), the westernmost of the group, is cone-shaped, and lies about  $1\frac{1}{2}$  miles west-north-westward of Lepto. 25

Lodo, an islet, lies about 3 cables south-westward of Lepto; a reef extends from one to  $1\frac{1}{2}$  cables off the south-western end of Lodo (Lat.  $36^{\circ} 59' N.$ , Long.  $27^{\circ} 14' E.$ ). 30

Chuka, mentioned on page 282, is an islet which is steep-to and lies about  $6\frac{1}{2}$  cables southward of the southern extreme of Karabakla; see view A on chart 1604. 35

Tüylüce ada (Malathro), the south-easternmost of the group, lies nearly midway between Chuka and the coast eastward; above-water and sunken rocks extend from both the northern and south-eastern ends of Tüylüce ada for about  $1\frac{1}{2}$  cables. The southern of the two Kruso islets, which are about a cable apart in a north and south direction, lies about 3 cables north-westward of Tüylüce ada; these islets are surrounded by a narrow bank, with depths of less than 5 fathoms (9<sup>m</sup>1) over it. 40

The group of islands described above is separated from Pserimos, page 292, south-westward, by Chuka channel which is  $2\frac{1}{2}$  miles wide between the reef lying close off Lodo and the north-eastern coast of Pserimos.

The southern end of Karabakla channel lies between Tüylüce ada and the coast eastward, and its north-western end between Karabakla and the islands off-lying Kara bakla burnu, described later. 45

Sponge rock, over which there is a depth of 6 fathoms (11<sup>m</sup>0), lies on the northern side of the centre of Karabakla channel, about a mile northward of the northern extreme of Karabakla and three-quarters of a mile off the coast north-eastward. Fener burun lighthouse in line with Chatali point, mentioned above, bearing  $144^{\circ}$ , leads south-westward of Sponge rock; the Kruso islets in line with the eastern extreme of Karabakla, bearing  $180^{\circ}$ , leads eastward of the rock. 50

*Charts 1546, 1604, 872, 2682, 2836a, 2158b, 449.*

*Chart 1899.*

Çavuş adası (Kato), 230 feet (70<sup>m</sup>1) high, and surrounded by a shallow rocky bank, as much as 2 cables wide on its eastern side, lies about 1½ miles west-north-westward of Karabakla burnu, page 311 ;  
 5 there is a circular tower on the north-eastern extreme of Çavuş adası.

The north-eastern of the two Kardak or Heipethes rocks, which are above water, lies about 2½ miles westward of Çavuş adası. The south-western rock lies about 1½ cables from the other, with a depth of 19 fathoms (34<sup>m</sup>7) between ; the south-eastern sides of both rocks are  
 10 foul for the distance of about one cable offshore.

**Kalolimno.—Light.**—Kalolimno, an island, 377 feet (114<sup>m</sup>9) high, lies with its eastern extreme 2 miles west-north-westward of the north-eastern of the Kardak rocks, and is separated from Kalimno, page 293, south-westward, by a channel about 3½ miles wide, in the fairway  
 15 of which the depths are considerable. The southern side of Kalolimno is indented with several small coves. In the middle of the northern side there are some steep cliffs, and this side of the island is steep-to. The western end is fringed by a narrow bank, with depths of less than 5 fathoms (9<sup>m</sup>1) over it, which extends along the southern  
 20 side of the island, close off which there are some sunken rocks in places.

Plero, an islet, surrounded by a narrow bank, with depths of less than 5 fathoms (9<sup>m</sup>1) over it, on which there are some sunken rocks in places, lies about 1½ miles west-south-westward of Kalolimno lighthouse and 3 cables off the southern coast of that island.



*Kalolimno lighthouse.*

A light is exhibited, at an elevation of 226 feet (68<sup>m</sup>9) from a white stone tower adjoining a dwelling, 33 feet (10<sup>m</sup>1) in height, situated on the eastern extreme of Kalolimno. See view.  
*Charts 1899 and 1666.*

**Off-lying islet.**—Gargari, an islet, is situated with its south-eastern extreme about a mile northward of the western extreme of Kalolimno.  
 35 The western and south-western sides of Gargari are fringed by a narrow bank, with depths of less than 5 fathoms (9<sup>m</sup>1) over it, and a shoal with a depth of 2½ fathoms (4<sup>m</sup>6) at its extremity, extends in a south-easterly direction from its southern side for three-quarters of a cable.  
*Chart 1899.*

**Coast.—Dangers.**—Paleo point, the north-western extreme of a bluff promontory, lies about a mile north-north-westward of Karabakla burnu (*Lat. 37° 02' N., Long. 27° 15' E.*).

Gümüşlü (Gumishlu) limanı is situated on the eastern side of the above-mentioned promontory. The entrance is only about 40 yards  
 45 (36<sup>m</sup>6) wide between the southern extreme of the promontory and the western extreme of an islet, which is connected to the coast eastward by the remains of an ancient pier ; the shores of the port are sandy. A sunken rock lies nearly midway between the shores of the port, about 1½ cables northward of the eastern entrance point. The fairway  
 50 of the channel westward of this rock is 150 feet (45<sup>m</sup>7) wide and has a depth of 10 fathoms (18<sup>m</sup>3). The ruined walls of Myndus are situated on the heights, elevated 500 feet (152<sup>m</sup>4), which extend about 4 cables north-eastward of the port.

Shoals, over which there is a least depth of 3 fathoms (5<sup>m</sup>5), and

*Charts 1546, 872, 2682, 2836a, 2158b, 449.*

*Chart 1899.*

which are steep-to on the western side, lie within  $3\frac{1}{2}$  cables north-north-westward of Paleo point.

*Chart 1546.*

Büyük Kiremit or Kızile kadası (Pondikusa) lies with its southern extreme about  $1\frac{1}{2}$  miles north-westward of Paleo point and about the same distance offshore; this islet is surrounded by a narrow shallow bank. Küçük kiremid adası (Keramidi) lies about a mile eastward of the northern end of Büyük kiremit adası; a shoal, on which there are some above-water rocks, extends for a short distance south-eastward of this islet and it is separated from a point on the coast southward by a channel, one cable wide, in the fairway of which there is a depth of 5 fathoms ( $9^m1$ ).

Myndus rock, over which there is a depth of  $4\frac{1}{2}$  fathoms ( $8^m2$ ), lies three-quarters of a mile north-eastward of the northern extreme of Büyük kiremit adası.

Küçük burun, the south-western extreme of Sandama peninsula, lies about  $3\frac{1}{2}$  miles north-north-eastward of Paleo point. Sandama peninsula, 600 feet ( $182^m9$ ) high, is joined to the mainland by a low narrow isthmus; its coast is indented and rocky, and several above-water rocks lie off its northern side. Palamut bükü (Sandama bay), the shores of which are rocky on either side, is situated on the southern side of the peninsula; an above-water rock, surrounded by a shoal, lies close off the south-eastern side of Palamut bükü, and about  $1\frac{1}{2}$  miles east-south-eastward of Küçük burun, but the depths in the middle of the bay are considerable.

Paşa liman, situated on the northern side of the peninsula, is entered between İnce burun, about  $1\frac{1}{2}$  miles northward of Küçük burun, and a point about 4 cables eastward; a rocky islet lies close north-north-eastward of the western entrance point, and the eastern entrance point is fringed by a narrow rocky shoal, but the depths midway between are considerable. Within the bay, the bottom consists of stiff sand and weed, and half a mile southward of the islet at the entrance, the depths are moderate; the bay is exposed to northerly winds.

Wreck rock, 21 feet ( $6^m4$ ) high, is the northernmost of the above-water rocks lying off the northern side of Sandama peninsula, previously mentioned, and is situated at a distance of about 6 cables north-north-westward of the northern extreme of that peninsula; it is steep-to except on its eastern side, where there is a shoal, with a depth of  $2\frac{1}{2}$  fathoms ( $4^m6$ ) over it, at the distance of about a cable.

About 4 cables east-south-eastward of Wreck rock, and the same distance northward of the northern extreme of Sandama peninsula, there is a shoal with a depth of 3 fathoms ( $5^m5$ ) over it.

**Mandalıya körfezi.**—This gulf is entered between the northern extreme of Sandama peninsula (*Lat.*  $37^{\circ} 08' N.$ , *Long.*  $27^{\circ} 18' E.$ ) and Tek ağaç burnu (Cape Monodendri), about 13 miles north-north-westward; Pharmako, an island, page 315, lies in the north-western approach to the gulf, about  $5\frac{1}{2}$  miles south-westward of Tek ağaç burnu.

**Southern and south-eastern sides of Mandalıya körfezi.**—Between the northern extreme of Sandama peninsula and the head of Güvercinlik (Guvergenik) bay, about 15 miles eastward, the coast is rugged and considerably indented by bays with rocky shores, and there are several off-lying islets; it is backed by high land, which



*Chart 1546.*

reaches its greatest elevation, 1,788 feet (545<sup>m</sup>0), in Razar (Oglu) dağ, situated about 6½ miles south-eastward of the northern extreme of Sandama peninsula.

- 5 Kızıl burun lies about 2½ miles north-eastward of the northern extreme of Sandama peninsula. Kara ada (St. Apostola), 386 feet (117<sup>m</sup>6) high, lies about 2 miles east-north-eastward of Kızıl burun and 4 cables offshore; there are some ruins on this island and its south-eastern end is fringed by a narrow shallow bank. An islet  
10 (Lat. 37° 11' N., Long. 27° 23' E.), surrounded by a narrow shallow bank lies close off the north-western end of Kara ada. In mid-channel between the southern end of Kara ada and the point on the coast, south-westward of it, which is steep and bold, the depths are considerable. High rock, which is steep-to, lies in the middle of the  
15 eastern end of this channel, about half a mile south-eastward of Kara ada.

- Türk bükü (Ghiul bay) is entered between Gök (Chebir) burun, situated about 6 cables south-eastward of High rock, and Çömce (Chomchek) burnu, about 1½ miles further south-eastward. There  
20 is a valley at the head of this bay where there are some ruins, and where a stream flows into the bay; a short distance inland, there is a lagoon which communicates with the sea. Gök burun is the north-eastern extreme of a steep peninsula which forms the north-western side of Türk bükü. An island, with an islet close south-westward  
25 of it, lies about 3 cables southward of Gök burun, separated from the above-mentioned peninsula by a narrow channel in the fairway of which there are depths of from 14 to 16 fathoms (25<sup>m</sup>6 to 29<sup>m</sup>3). In the south-western part of Türk bükü, there is a bight where anchorage may be obtained in depths of from 10 to 15 fathoms (18<sup>m</sup>3 to  
30 27<sup>m</sup>4), mud, sheltered from all winds except those between north-east and east-south-east.

- The southern entrance point of this bight, situated about a mile south-south-westward of Gök burun, is fringed by a narrow shallow bank. There are also depths suitable for anchoring elsewhere in  
35 Türk bükü.

- Denir liman is entered between a point situated about 1½ miles south-eastward of Çömce burnu and a point about 3½ cables north-westward. The salient points between Çömce burnu and the south-eastern entrance point of Denir liman are fringed with rocky shoals.  
40 A shoal, with a depth of 2 fathoms (3<sup>m</sup>7) over it and which is steep-to, lies in the approach to this harbour, at a distance of about 3 cables north-north-eastward of the south-eastern entrance point.

- Between the south-eastern entrance point of Denir liman and Karahdereh (Lat. 37° 08' N., Long. 27° 34' E.), a point on which there are  
45 some ruins, about 5 miles eastward, there is a bight. Karandakia, two above-water rocks, lie about 3 and 5 cables, respectively, south-westward of Karahdereh, and a short distance offshore.

- Tarandakia islets lie nearly midway between the entrance points of the above-mentioned bight; the south-western islet, elevated 140 feet  
50 (42<sup>m</sup>7), is the higher of the two, and is separated from the other by a passage 1½ cables wide, in the fairway of which there are depths of from 5 to 7 fathoms (9<sup>m</sup>1 to 12<sup>m</sup>8).

Turfanda bükü (Durvanda bay), which affords anchorage in depths of from 5 to 18 fathoms (9<sup>m</sup>1 to 32<sup>m</sup>9), lies at the head of the bight,

*Chart 1546.*

between a point situated about  $1\frac{1}{2}$  miles south-eastward of the south-eastern entrance point of Denir liman, and a point about  $1\frac{1}{2}$  miles further east-north-eastward. The western side of the entrance is fringed by a narrow shallow bank, and a rocky shoal, on which there is an islet, extends a short distance from the eastern entrance point; another islet lies about 2 cables southward of the eastern entrance point and close off the coast, to which it is connected by a shoal. The village of Torba lies at the south-western end of Turfanda bükü. The land over and south-eastward of the head of the bay rises to a height of 1,776 feet (541<sup>m</sup>3).

Salih or Gülcü adası (Tarandos), 498 feet (151<sup>m</sup>8) high, lies with its south-western extreme about three-quarters of a mile north-north-eastward of the north-eastern of the Tarandakia islets. At its eastern end there is a village and some ancient ruins. A shoal, over which there is a depth of 3 fathoms (5<sup>m</sup>5), extends a quarter of a mile southward from the western end of the island, but with this exception, the depths in the passage between it and the Tarandakia islets are considerable. *See view.*

*Salih adası.**Tarandakia.*

South-western extreme of Salih adası bearing  $122^{\circ}$ , 9 miles.

South-eastern shore of Mandalya körfezi from 3 miles north-westward of Kara ada.

(Original dated 1839.)

The north-eastern end of Salih adası is separated from the coast eastward by a channel about  $1\frac{1}{2}$  cables wide, carrying a depth of 10 fathoms (18<sup>m</sup>3). A narrow shallow bank fringes the mainland on the eastern side of this channel near its northern end and a similar bank fringes the coast of Salih adası on the western side of the channel at its southern end.

Güvercinlik (Guvergenik) bay, situated in the south-eastern corner of Mandalya körfezi, is entered between Karahdereh and Kiumse burnu, about 6 cables north-eastward. The shore on the southern side of the entrance is fringed by a narrow shallow bank. The village of Güvercinlik (Kiuvergini) is situated at the head of the bay, where there are also some ruins. The bay is well sheltered by Tarandakia islets and Salih adası.

İnce or Asar burnu (Kavo Asar), the extremity of a projection extending in a westerly and north-westerly direction from the coast, lies about  $1\frac{1}{2}$  miles northward of the northern extreme of Salih adası, Kırmızı ada (Kargo nisi) lies close west-north-westward of İnce burnu, with a depth of 7 fathoms (12<sup>m</sup>8) between, but the passage is contracted by shoals extending from either side of it, and is only suitable for small vessels with local knowledge.

**Northern side of Mandalya körfezi.—Off-lying island.—Dangers.**—Pharmako, page 313, is an island, 348 feet (106<sup>m</sup>1) high at its southern end; the depths in the middle of the channel between it and Tek ağaç burnu (Lat.  $37^{\circ} 21' N.$ , Long.  $27^{\circ} 13' E.$ ) are considerable. Pharmako is remarkable for its gentle slopes; the eastern side of the island is indented with several coves and there are some

*Chart 1546.*

ancient ruins in the southern part of the island. A shoal, with a depth of  $4\frac{1}{2}$  fathoms ( $7^m8$ ) over it, lies about a mile south-eastward of the north-eastern extreme of the island and 3 cables offshore; in addition to this shoal, there are other shoals lying close off the coast in a few places.

Between Tek ağaç burnu and Karakuyu or Turnalı burnu (Karako point), about  $3\frac{1}{2}$  miles east-south-eastward, the northern side of Mandalı körfezi is indented with a few small coves; it is fringed by a bank, with less than 6 fathoms ( $11^m0$ ) over it, which is as much as 6 cables wide at a distance of three-quarters of a mile westward of the latter point. The Posidium, a rocky shoal over which there is a least depth of 3 fathoms ( $5^m5$ ), is situated about  $1\frac{1}{2}$  miles south-eastward of Tek ağaç burnu.

Skrophes bay, the shores of which are fringed by a narrow shallow bank, lies between Karakuyu burnu and Kyriaki point, about 3 miles eastward.

Panağya ada is situated in the south-western approach to Akbük liman (Basilicus bay), described below, about three-quarters of a mile southward of Kyriaki point; a spit, with a depth of  $2\frac{1}{2}$  fathoms ( $4^m6$ ) near its outer end, extends from the eastern side of the islet for about a quarter of a mile, and a shallow rocky bank extends a quarter of a mile from its northern side. Panağya ada lies on the south-western end of a bank, with depths of less than 10 fathoms ( $18^m3$ ) over it, which extends in a south-westerly direction for about 3 miles from the eastern side of the entrance to Akbük liman.

Banks, over which there is a least depth of 7 fathoms ( $12^m8$ ), lie from half a mile to  $1\frac{1}{2}$  miles south-westward of Panağya ada. A shoal, with a depth of  $2\frac{1}{2}$  fathoms ( $4^m6$ ) over its south-eastern end, lies about three-quarters of a mile north-eastward of the north-eastern extreme of Panağya ada to which it is connected by a bank, on which there are some detached 5-fathom ( $9^m1$ ) patches.

**Akbük liman.—Dangers.**—This bay is entered between Kyriaki point and Kavos Græas, about 3 miles south-eastward. On the western side of the entrance, Agia Kyriaki (*Lat.*  $37^{\circ} 21' N.$ , *Long.*  $27^{\circ} 22' E.$ ), an islet, lies on the edge of a bank which extends for about 4 cables from Kyriaki point. On the eastern side of the entrance, a bank, with less than 5 fathoms ( $9^m1$ ) over it, extends westward of Kavos Græas for about a quarter of a mile. Isabel rock, over which there is a depth of 3 feet ( $0^m9$ ), lies about half a mile south-south-westward of Kavos Græas. Mount Salta, on the eastern side of Kazıklı limanı, bearing  $108^{\circ}$ , and well open southward of Kapalı burun (Cape Spratt), situated about  $1\frac{1}{2}$  miles south-eastward of Kavos Græas, leads southward of Isabel rock; and Xiphorima point, situated about a mile eastward of Kapalı burun, bearing  $094^{\circ}$ , kept open southward of Kapalı burun, also leads southward of it.

Ikikat rocks, over which there are depths of from one to 3 fathoms ( $1^m8$  to  $5^m5$ ), lie from about a half to three-quarters of a mile westward of Kavos Græas; there are depths of 15 fathoms ( $27^m4$ ) between these rocks and the bank extending from Kavos Græas, previously mentioned. A shoal, with a depth of  $5\frac{1}{2}$  fathoms ( $10^m1$ ) over it, lies about  $1\frac{1}{2}$  miles north-westward of Kavos Græas and 6 cables offshore, and depths of less than 5 fathoms ( $9^m1$ ) extend off a point on the coast, situated about 2 miles northward of that cape, for about half a mile.

*Charts 2836a, 2158b, 449.*

*Chart 1546.*

The shores of Akbük liman are fringed by a shallow bank, as much as half a mile wide in places ; on the western and north-western sides there are some sunken rocks on this bank. Pandelemonas, an above-water rock, lies on the coastal bank on the western side of the bay, 5 about  $2\frac{1}{2}$  miles north-eastward of Kyriaki point and close offshore. A spit, with depths of less than 5 fathoms ( $9^m1$ ) over it, extends from the north-western side of the bay for about  $1\frac{1}{2}$  miles ; the south-eastern end of this spit is situated about  $1\frac{1}{2}$  miles east-north-eastward of Pandelemonas. A detached 5-fathom ( $9^m1$ ) patch lies close north- 10 eastward of the south-eastern end of the above-mentioned spit, and a shoal, with a depth of 3 fathoms ( $5^m5$ ) over it, lies midway between this patch and the coast eastward. Another detached 5-fathom ( $9^m1$ ) patch lies in the north-eastern part of the bay, about 3 miles north-eastward of Pandelemonas (*Lat.*  $37^\circ 23' N.$ , *Long.*  $27^\circ 24' E.$ ) and 15  $3\frac{1}{2}$  cables offshore.

The land at the head of the bay is low and the village of Akbük is situated on its eastern side.

**Anchorage.**—Anchorage may be obtained in the north-eastern part of Akbük liman, off the village of Akbük, in depths of from 20 6 to 10 fathoms ( $11^m0$  to  $18^m3$ ), mud, south-south-eastward of the 3-fathom ( $5^m5$ ) shoal, previously mentioned, in the position indicated on the chart, or south-westward of that position.

A vessel may also anchor in Kuru erik limanı or Kara kuyu бүкү (Bay of Kruvraike), which lies northward of Kyriaki point, in depths 25 of from 6 to 9 fathoms ( $11^m0$  to  $16^m5$ ).

**Directions.**—A small vessel, with local knowledge, may use the narrow passage, in the fairway of which the depths are considerable, between Panağya ada and Kyriaki point, but the main entrance lies eastward of the islet. The summit of Kara ada, page 314, in line 30 with the western extreme of Kapota ada, described below, bearing about  $177^\circ$ , leads between the dangers on either side ; when well within the entrance, a vessel may anchor in Kuru erik limanı or proceed along the eastern side to the anchorage off Akbük, avoiding the coastal bank and the shoals in the northern part of the bay. 35

*Charts 1546 and 2836a.*

**North-eastern side of Mandalya körfezi.**—**Aspect.**—Between Kapalı burun, page 316, and Nice gül burnu (Cape Nijekul), about  $6\frac{1}{2}$  miles south-eastward there are two bays, Kazıklı limanı, the north-western, and Alan gül körfezi (Alaguni bay), the south-eastern, 40 divided by a promontory of which Alangül or Teke burnu, situated about 4 miles south-eastward of Kapalı burun, is the south-western extreme. Karanlık dağ, situated on the north-western side of Kazıklı limanı, about  $1\frac{1}{2}$  miles inland, is 1,377 feet ( $419^m7$ ) high. Kapalı burun is the south-western termination of the high land over the 45 north-western side of Kazıklı limanı, and from it a bank, with depths of less than 3 fathoms ( $5^m5$ ) over it, extends for about  $1\frac{1}{2}$  cables. İlbir dağı reaches an elevation of 3,520 feet ( $1,072^m9$ ) in Mount Grius, situated about 5 miles north-eastward of the head of Kazıklı limanı, and further north-eastward is Beş Parmak dağ, a range which is 50 4,485 feet ( $1,367^m0$ ) high near its north-western end, situated about 8 miles north-north-eastward of Mount Grius.

*Chart 1546.*

**Off-lying islet and dangers.**—Kapota ada, 184 feet ( $56^m1$ ) high,

*Charts 2836a, 2158b, 449.*

*Chart 1546.*

lies about  $2\frac{1}{2}$  miles south-westward of Kapalı burun, page 316; with the exception of a narrow bank on the northern side this islet is clear of dangers.

- 5 Kapota shoal, over which there is a least depth of 4 fathoms ( $7^m3$ ), lies three-quarters of a mile eastward of Kapota ada, with considerable depths between. A vessel passing between Kapota shoal and the islet should keep the latter close aboard.

- A shoal, with a depth of 6 fathoms ( $11^m0$ ) over it, was reported, 10 in 1919, to lie about  $1\frac{1}{2}$  miles south-south-eastward of Kapota ada (*Lat.  $37^\circ 17' N.$ , Long.  $27^\circ 24' E.$* ).

- Kazıklı limanı.**—The entrance to this bay is about 3 miles wide between Xiphorima point, page 316, and Alangül burnu; anchorage may be obtained at a distance of about  $1\frac{1}{4}$  miles from the head of 15 the bay, in depths of from 8 to 12 fathoms ( $14^m6$  to  $21^m9$ ), mud.

On the western side of the head of the bay there is an inlet in which restricted, but sheltered, anchorage, may be obtained, in depths of from 4 to 6 fathoms ( $7^m3$  to  $11^m0$ ). The head of this inlet is shallow.

- Alan gül körfezi.**—This bay is formed between two spurs from 20 the south-eastern end of İlbir dağı; the spur on the north-western side is 904 feet ( $275^m5$ ) high, about a mile north-eastward of Alangül burnu, the western entrance point, and that on the eastern side is 643 feet ( $196^m0$ ) high, about three-quarters of a mile east-north-eastward of Nice gül burnu, the eastern entrance point. Shoals 25 extend for a short distance from the salient points of Alan gül körfezi, and in the central part of the bay, there are two shoals, the outer, with a depth of 7 fathoms ( $12^m8$ ) over it, situated about 2 miles east-north-eastward of Alangül burnu, and the inner, with a depth of 5 fathoms ( $9^m1$ ) over it, about 4 cables further north-eastward and 30 half a mile off the eastern side of the bay. See view.



*Alangül or Teke burnu,  
bearing  $075^\circ$ , 6 miles.*

*Nice gül burnu.*

Approach to Alan gül körfezi and Asen körfezi from 3 miles north-westward of Kara ada.  
(Original dated 1839.)

- Head of Mandalya körfezi.**—Between İnce burnu, page 315, and Maratha burnu, about 3 miles north-eastward, the south-eastern side of the head of Mandalya körfezi is indented and fringed by narrow shallow patches in places; an islet lies about  $1\frac{1}{4}$  miles eastward of 35 İnce burnu and about 3 cables offshore.

- Bargylia creek, the entrance to which is about 3 cables wide, lies a short distance south-westward of Maratha burnu. About half a mile south-eastward of the entrance, the depths in this creek rapidly decrease and the bottom is sandy; a quarter of a mile further south- 40 eastward is the narrow entrance to a shallow lagoon, at the head of which is a causeway. The lagoon extends about a quarter of a mile south-westward of the causeway and the Aliki, a river, flows into the south-eastern end of this portion.

**Asen körfezi.**—Asen körfezi (Iassus bay) lies at the head of

*Charts 2836a, 2158b, 449.*

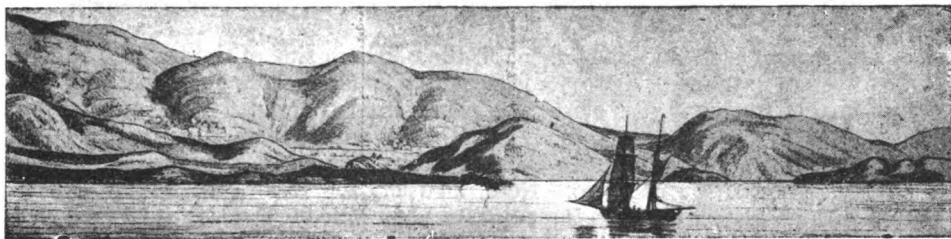
*Chart 1546.*

Mandalya körfezi, and is entered between Maratha burnu and the south-eastern extreme of the spur forming the south-eastern side of Alan gül körfezi, about  $2\frac{1}{2}$  miles west-north-westward; its shores are indented by several coves and surrounded by hills, which, on the south-eastern side, attain an elevation of 1,065 feet (324<sup>m</sup>6). There is well-sheltered anchorage in good holding ground in most parts of the bay.

On the south-eastern side, the village of Küllük (Chulukioi) is situated on the north-eastern side of a small cove, about  $1\frac{1}{2}$  miles north-eastward of Maratha burnu; an above-water rock, surrounded by a narrow bank, lies close off the south-western entrance point of the cove, about  $3\frac{1}{4}$  cables west-south-westward of Küllük. Vessels may anchor off the village (*Lat.*  $37^{\circ} 15' N.$ , *Long.*  $27^{\circ} 38' E.$ ).

Sheiro bay is situated on the north-western side of Asen körfezi, westward of the root of a projection which extends offshore in a south-easterly direction, about  $1\frac{1}{2}$  miles north-eastward of the western entrance point of Asen körfezi; a sunken rock lies on the north-eastern side of Sheiro bay, a short distance within the entrance. Abanoz adası (Makro nisi) lies with its south-eastern extreme about half a mile eastward of the south-eastern extreme of the above-mentioned projection. A shallow bank extends about a cable from each end of the north-eastern side of Abanoz adası, and off the north-western end of the island, a shallow spit, on which there is a rock with a depth of 7 feet (2<sup>m</sup>1) over it, extends for about a cable. Chiro nisi, surrounded by a narrow, shallow bank, lies about 2 cables north-eastward of the middle of the north-eastern side of Abanoz adası, and Beyaz ada (Aspro nisi), also surrounded by a shallow bank, the eastern side of which is narrow and steep-to, lies about 4 cables north-north-westward of Chiro nisi and 3 cables offshore.

In the north-eastern part of the bay, between a point about a mile north-eastward of Küllük and a point about a mile further north-north-eastward, the coast is low and fringed by a shallow bank, parts of which dry, and which is about a quarter of a mile wide. The Sari çay flows into the bay in this vicinity. See view below and view on page 318.



*Iassus,*  
bearing  $041^{\circ}$ .

*Abanoz adası.*

Asen körfezi from about one mile northward of Kırmızı ada.  
(Original dated 1833.)

*Chart 1878, plan of Port Isene.*

Iassus promontory, on the western side of the head of Asen körfezi, lies with its southern extreme about 2 miles northward of Küllük; the promontory is connected to the coast, at its north-western end, by a low isthmus. On the summit of the promontory there is a

*Charts 2836a, 2158b, 449.*

*Chart 1878, plan of Port Isene.*

Venetian castle, and in the vicinity there are several ruins. See view on plan.

There is a harbour, named Port Isene on the chart, situated on the western side of Iassus promontory; the narrow entrance lies between the remains of a mole on the western side and an old tower (*Lat.* 37° 17' N., *Long.* 27° 37' E.) on the eastern side which is situated on the end of a sandy tongue of land, about a cable north-westward of the southern extreme of the promontory. The depths in the harbour gradually decrease from 5 fathoms (9<sup>m</sup>1), at the entrance, towards its head.

A bay, named Isene on the chart, lies at the head of Asen körfezi and is entered between the southern extreme of Iassus promontory and the southern extreme of a projection, about 6½ cables east-north-eastward. There is a sandy shore at the head of this bay which is fronted by a shallow bank about 2½ cables wide; in the outer part there are depths of from 4 to 6 fathoms (7<sup>m</sup>3 to 11<sup>m</sup>0), mud. A stream flows into the western side of the head of the bay and the village of Asin is situated on the eastern side.

Kasalkioi bay is entered between the eastern entrance point of the above-mentioned bay and a point about half a mile eastward; there is a village of the same name situated on its eastern side.

*Chart 1574, plan of Gaidaro island.*

**Off-lying island.—Dangers.**—Gaidaro, an island which is about 656 feet (200<sup>m</sup>0) high in its south-western part, lies with its south-eastern extreme about 11 miles north-westward of Tek ağaç burnu, page 313. The coast of Gaidaro is indented with several bays or inlets which are only suitable for small vessels in their inner corners, and with suitable winds.

The population, in 1932, was about 200.

Kunelli, an islet, 184 feet (56<sup>m</sup>1) high, lies about 9 cables southward of Gaidaro, with considerable depths between.

There is a village at the head of the bay, situated on the southern side of Gaidaro, between a point, about 1½ miles west-south-westward of Cape Toli, its south-eastern extreme, and a point, about 4 cables further west-south-westward. This bay is open to all winds from east, through south, to west, and the depths in it are considerable.

Several islets and dangers lie off the northern side of Gaidaro. The western extreme of Claro, an islet, with a smaller islet a short distance further westward, lies close off a point situated about 6 cables northward of Cape Toli. A rocky shoal, over which there is a depth of less than 6 feet (1<sup>m</sup>8), lies about 3 cables east-north-eastward of the eastern extreme of Claro. Nero, an islet, 208 feet (63<sup>m</sup>4) high, lies with its eastern extreme three-quarters of a mile north-north-westward of the eastern extreme of Claro; the southern side of the western end of Nero is connected by a narrow reef to the northern side of Gaidaro. Strongilo, an islet, lies about 6 cables north-north-westward of the western end of Nero, and between them there is an above-water rock, from which a sunken reef extends westward for about 2 cables. Psatho, an islet, lies about a mile westward of Strongilo and 4 cables off the northern side of Gaidaro.

With the exception of the above-mentioned dangers, Gaidaro is steep-to. The passages between the island and the mainland, about

*Charts 1546, 2682, 2836a, 2158b, 449.*

*Chart 1574, plan of Gaidaro island.*

8 miles eastward, and between the island and Arki, page 305, about 10 miles south-westward, are clear of dangers, and the depths in them are considerable.

*Chart 1546.*

**Coast.—Caution.**—Between Tek ağaç burnu, page 313, and Kaba hayit (Dinakli), about  $6\frac{1}{2}$  miles northward, the coast of Asia Minor is fringed by a narrow rocky bank. Kovela burun, the western extreme of a projection, lies about 3 miles northward of Tek ağaç burnu. The northern side of the projection, in which there are several coves, forms the southern side of Kovela liman; the entrance to this bay is about a mile wide. The village of Yoran (Ieronda), with the ruins of Didymi in its vicinity, stands on a hill about  $1\frac{1}{4}$  miles south-eastward of the head of Kovela liman. Between Kaba hayit (Lat.  $37^{\circ} 27' N.$ , Long.  $27^{\circ} 15' E.$ ) and Menderes burnu (Meander point), about  $2\frac{1}{4}$  miles west-north-westward, there is a shallow bight, in the north-western part of which there are some patches which dry and a fishery.

Menderes burnu is a low swampy projection through which Büyük Menderes nehri flows into the sea. The depths in the river for some 20 distance within its mouth are from 2 to 5 fathoms ( $3^m7$  to  $9^m1$ ), but at the mouth there are depths of only  $1\frac{1}{2}$  feet ( $0^m4$ ).

The bar at the mouth of Büyük Menderes nehri was reported, in 1894, to have extended considerably further southward than indicated on the chart; caution is therefore necessary when approaching the 25 entrance.

Between Menderes burnu and the base of Çan dağı, 10 miles northward, the coast is low and broken by the mouths of several lagoons; the swampy land eastward of the lagoons extends a considerable distance inland. The coast is fringed by a shallow bank and depths 30 of less than 5 fathoms ( $9^m1$ ) extend offshore as much as one mile in places. Batmaz tepeleri (Lade island), a hill, 335 feet ( $102^m1$ ) high, stands about 4 miles north-eastward of Menderes burnu and  $1\frac{1}{2}$  miles inland.

Çan (Samsun) dağı is a range of mountains extending eastward of 35 Dip burnu (Cape Kanapitza), situated about 14 miles north-westward of Menderes burnu, for a distance of about 15 miles; it rises steeply from the low swampy land on the southern side of its eastern portion to its summit, 4,032 feet ( $1,229^m0$ ) high, and another peak, 3,966 feet ( $1,208^m8$ ) high, situated about 7 and 6 miles, respectively, eastward 40 of Dip burnu, and falls again on its northern side, where its base forms the southern shore of Kuşada körfezi. See view of Çan dağı, facing page 296, and view on chart 1530.

*Chart 1530.*

Between the northern termination of the low coast, northward of 45 Menderes burnu, and Dip burnu, the coast forms the southern base of Çan dağı. Between a point about 4 cables south-eastward of Dip burnu, and a point about 6 cables further south-eastward, there are two small shallow bays. Sandalion islet (Lat.  $37^{\circ} 39' N.$ , Long.  $27^{\circ} 02' E.$ ) lies between the entrance points of the south-eastern of these bays, and Nero islet lies in the middle of the other. Çil adası (Theopori) is connected to the north-western entrance point of the last-mentioned bay by a rocky shoal, about a cable wide. This islet is steep-to at its south-western end.

*Charts 1546, 2682, 2836a, 2158b, 449.*



*Charts 1530, 1546, 3446, and 2682.*

**SÁMOS.**—This island lies with its south-eastern end separated from the coast at the termination of the northern slopes of Çan dağı by Sámos strait, described below; the approaches to the island are 5 clear of off-lying dangers and its coasts are generally steep-to. There are numerous villages on the island and the town of Vathi, near the eastern end of the island, is the capital.

The population, in 1928, was 70,497.

The climate of Sámos is remarkably healthy.

- 10 Numerous streams in the interior contribute to the fertility of the soil. The river Mitiliniós (Mitelinous) flows into the sea on the southern side, about 5 miles westward of the south-eastern extreme of the island, and the Dhafniás (Imbrasus) river, about 5 miles further westward; both are considerable streams in winter, but in summer 15 they are mostly dry. Another considerable stream rises at the foot of Mount Ámbelos, and flows into the sea at the Gulf of Marathókambos (Maratrokampō).

There are many ancient ruins on the island, amongst which are the temple of Juno, about a quarter of a mile north-eastward of 20 the mouth of the Dhafniás river, and a theatre situated on the side of a hill near Tigáni harbour, about  $2\frac{1}{2}$  miles further north-eastward.

**Aspect.**—Sámos is mountainous; Mount Kerketévs (Kerki) (*Lat.*  $37^{\circ} 44' N.$ , *Long.*  $26^{\circ} 39' E.$ ), the summit of which is 4,725 feet (1,440<sup>m</sup>2) 25 high, is situated at the western end of the island; the three barren, rocky peaks of this mountain are composed of white stone which reflect the rays of the sun and give the appearance of snow. The westernmost peak is about 6 feet (1<sup>m</sup>8) higher than the others, and there is a small chapel on the southernmost.

- 30 Mount Ámbelos stands near the middle of the island, about 10 miles eastward of Mount Kerketévs; it rises to an elevation of 3,730 feet (1,136<sup>m</sup>9) and is round-topped, its sides being covered with trees. See view facing page 296.

On the northern side of Sámos there are some detached hills and 35 ranges, for the most part densely covered with trees and vegetation, but in other places, rising to barren peaks of fantastic shape, forming a strong contrast to the dark foliage of the higher ridges of the mountains behind them.

*Chart 1530.*

- 40 **Sámos strait.**—**Dangers.**—Sámos strait, called by the Turks Sisam boğazi, separates Sámos from the mainland. It is entered from southward, between the south-western extreme of Çil adası, page 321, and Cape Kolóna (Colonna), the southern extreme of Sámos, about  $6\frac{1}{2}$  miles westward.

- 45 The north-western side of the strait, between Cape Kolóna and Cape Aspró (Aspros kavo), about  $1\frac{1}{2}$  miles north-eastward, is fringed by a shallow bank, and depths of less than 5 fathoms (9<sup>m</sup>1) extend off the latter cape for about 2 cables. Karávotra, a rocky islet, lies about half a mile east-south-eastward of Cape Aspró; a shoal, on which there 50 is a rock awash, and which is steep-to, lies 3 cables south-westward of Karávotra.

Tigáni bay lies between Cape Áspro and Cape Foniás (Glykora point), about  $4\frac{1}{2}$  miles north-eastward; the shore of this bay is fringed by a bank, with depths of less than 5 fathoms (9<sup>m</sup>1) over it, which is

*Charts 1546, 2682, 2836a, 2158b, 449.*

*Chart 1530.*

as much as half a mile wide at the head of the bay. Tigáni harbour, described below, lies close westward of Cape Foniás.

Misókambos (Misocampo) bay lies between a point situated about a mile north-eastward of Cape Foniás, and Cape Katsoúni (Psili), about 2 miles further east-north-eastward; the shore of this bay is fringed by a bank, with depths of less than 5 fathoms (9<sup>m</sup>1) over it, which extends as much as half a mile from its head. 5

On the eastern side of the strait, Saint Nikolo point (*Lat.* 37° 41' N., *Long.* 27° 02' E.) lies about 1½ miles north-north-eastward of Dip burnu, page 321. Abanoz or Bogaz adası (Panagia) lies about 3½ cables northward of Saint Nikolo point, separated from the mainland by a channel which is 2 cables wide between the banks, with depths of less than 5 fathoms (9<sup>m</sup>1) over them, extending from either side.

A rocky shoal, over which there is a depth of 5 fathoms (9<sup>m</sup>1), lies nearly in the middle of the strait, about 3½ cables north-eastward of Abanoz adası. With this exception, the strait is clear of dangers at a prudent distance offshore. 15

On the southern side of the strait, between Saint Nikolo point and Zeytin burnu (Kukura point), about 2½ miles eastward, the coast is rugged and indented. 20

On the northern side, between Cape Katsoúni and Cape Gatítsa, about 2½ miles eastward, the coast is indented and fringed by a narrow shallow bank; an islet lies on the coastal bank, about 2 cables eastward of Cape Katsoúni, where the bank is as much as 2 cables wide. 25

Molá Ibraím (Mollah Ibrahim) bay is entered between a point about half a mile westward of Cape Gatítsa and Cape Griás Pódhia (Græpodi), about half a mile further west-south-westward. Cape Griás Pódhia should be given a berth of more than a cable.

Sámos strait is entered from eastward between Cape Gatítsa and Zeytin burnu. 30

*Chart 1878, plan of Port Tigani.*

**Tigáni harbour.—Lights.**—Tigáni harbour is situated on the northern side of Sámos strait; the entrance is about 2 cables wide between Cape Foniás, page 322, and the head of a breakwater westward. This breakwater affords some protection from southerly winds; on it there are a number of bollards to which vessels can secure their sterns. In the north-western part there is an inner port, protected on its eastern side by a mole which extends southward from a point about 4 cables north-westward of Cape Foniás. The village of Tigáni is situated round the inner port. 40

Tigáni harbour can be distinguished by the conspicuous monastery of Metamorfósis, standing on the coast about 1½ cables westward of the root of the breakwater. See view on chart 1530.

A light (*Lat.* 37° 41' N., *Long.* 26° 59' E.) is exhibited, at an elevation of 65 feet (19<sup>m</sup>8), from a mast on a white house, 36 feet (11<sup>m</sup>0) in height, on Cape Foniás. 45

A light is exhibited, at an elevation of 13 feet (4<sup>m</sup>0), from the head of the breakwater at Tigáni harbour.

A light is exhibited, at an elevation of 13 feet (4<sup>m</sup>0), from the head of the mole in the inner port of Tigáni harbour. 50

*Chart 1530.*

**Anchorage in Sámos strait.**—There is excellent anchorage in any convenient depth, with northerly winds, all along the northern

*Charts 1546, 2682, 2836a, 2158b, 449.*

*Chart 1530.*

shore of Sámos strait from Cape Aspró to Cape Katsoúni, including Tigáni and Misókambos bays ; the best anchorage is, perhaps, in the latter bay, in a depth of 8 fathoms (14<sup>m</sup>6), sand and mud, about  
 5 midway between the entrance points.

Molá Ibraím bay also affords anchorage with good holding ground, but the depths are considerable.

**Directions.**—On approaching Sámos strait from northward, the hill, 837 feet (255<sup>m</sup>1) high, situated about three-quarters of a mile  
 10 north-westward of Cape Gatítsa, when seen eastward of Cape Práson, the north-eastern extreme of Sámos, appears as two peaks like a saddle. These peaks rising close over the south-eastern extreme of Sámos, together with Çan dağı, are conspicuous, and form excellent navigational marks for entering the strait. See view on chart  
 15 1530.

On proceeding through the strait, vessels may pass on either side of Abanoz adası, which is not high, but the northern passage is generally preferred, it being wider, although heavy tide rips occur in this channel and not in the southern. Care must be taken to avoid the 5-fathom  
 20 (9<sup>m</sup>1) rock, previously mentioned. During northerly winds, the squalls in the strait are not so heavy as off the western end of Sámos, and with the favourable current it is easy for a sailing vessel to work to windward.

**Current.**—The current generally sets eastward, and sometimes  
 25 attains a rate of from 3 to 4 knots, but southward of Abanoz adası, at times, it sets westward, and varies somewhat in direction.

*Chart 1537.*

**South-western and western coasts of Sámos.**—Samiopoúla (Samo pulo), an islet, lies about 2½ miles westward of Cape Kolóna  
 30 (Lat. 37° 38' N., Long. 26° 51' E.), page 322, separated from the south-western side of Sámos by a passage 4 cables wide, in the fairway of which the depths are considerable. A sunken rock lies one cable northward of the northern extreme of the islet and a rock, awash, lies about 3 cables west-north-westward of the northern entrance  
 35 point of Ayfa Pelayía, a small cove on the western side of the islet ; a rock, with a depth of less than 6 feet (1<sup>m</sup>8) over it, lies about one cable south-westward of the southern entrance point of the same cove. The mainland of Sámos, abreast Samiopoúla, rises steeply to Profitis Ilías (Prophetes Elias), a mountain, 2,455 feet (748<sup>m</sup>3) high,  
 40 standing about 1½ miles inland.

The Gulf of Marathókambos lies between a point on the coast, situated about 3 miles westward of Cape Kolóna, and Cape Áyios Doménikos (Dominiko), the south-western extreme of Sámos, about  
 45 10 miles west-north-westward. Small vessels, with local knowledge, sometimes anchor in this gulf close offshore ; the depths in the gulf are considerable and the outer edge of the shore bank is very steep-to. The best berth is in a depth of 4 or 5 fathoms (7<sup>m</sup>3 or 9<sup>m</sup>1), sand, about 3 cables offshore, with the houses at Marathókambos harbour, in line with the village of Marathókambos, on the hill about a mile  
 50 distant, bearing about 330°. The squalls from the mountains are very violent during northerly winds, and therefore the anchorage is not recommended ; even in moderate northerly winds the squalls sweeping down the hillside are very dangerous.

Marathókambos harbour, situated on the northern side of the gulf

*Charts 3446, 2682, 2836a, 2158b, 449.*

*Chart 1537.*

is formed by two breakwaters; both breakwaters were, in 1934, in a bad state of repair, having their outer ends submerged, and they afforded little or no shelter. Within the harbour there are depths of from  $1\frac{1}{2}$  to  $2\frac{1}{2}$  fathoms ( $2^m7$  to  $4^m1$ ). 5

Cape Áyios Doménikos is bold and steep-to. Between this cape and Cape Katávasis, the western extreme of Sámos, about  $3\frac{1}{2}$  miles north-north-westward, which is also bold and steep-to, the coast is indented but there are no dangers at a greater distance than  $2\frac{1}{2}$  cables offshore. 10

**Lights.**—A light is occasionally exhibited from the head of the eastern mole in Marathókambos harbour.

The light exhibited at Cape Áyios Doménikos is described on page 309.

*Chart 1530.*

**Eastern coast of Sámos.—Danger.**—Between Cape Gátos, situated three-quarters of a mile northward of Cape Gatítsa, page 323, and Cape Práson, the north-eastern extreme of Sámos, about  $3\frac{1}{2}$  miles northward, there is a light. Cape Práson is the termination of Dumúz burnú, a high, rugged, bold and cliffy peninsula, extending  $2\frac{1}{2}$  miles eastward from Mount Zoodhókos Piyí (Zodoki), 1,228 feet ( $374^m3$ ) high. 15 20

A rocky patch, over which there is a depth of 6 fathoms ( $11^m0$ ), lies about  $1\frac{1}{2}$  cables eastward of Cape Práson. See view on chart 1530.

*Chart 3446.*

**Northern coast of Sámos.—Lights.**—Seitáni bay (Port Zeitani) lies close eastward of a cape of the same name, situated about 4 miles north-eastward of Cape Katávasis, mentioned above; some rock, awash, extend north-eastward from Cape Seitáni for about  $3\frac{1}{2}$  cables. The bay is exposed and seldom used. 30

Karlóvasi harbour, described below, lies close eastward of Cape Pangózi (Pankosi), situated about  $2\frac{1}{2}$  miles north-eastward of Cape Seitáni.

A light is exhibited, at an elevation of 88 feet ( $26^m8$ ), from an iron column on Cape Pangózi. 35

Cape Kondáki, the northern extreme of Sámos, lies about 3 miles east-north-eastward of Cape Pangózi (*Lat.*  $37^\circ 48' N.$ , *Long.*  $26^\circ 42' E.$ ).

*Chart 1530.*

Vathí bay, page 326, is entered between Cape Kótzikas, about 10 miles eastward of Cape Kondáki, and Cape Kéndron, about a mile south-westward. 40

A light is exhibited, at an elevation of 131 feet ( $39^m9$ ), from a mast on a white house, 36 feet ( $11^m0$ ) in height, situated about  $3\frac{1}{2}$  cables eastward of Cape Kótzikas.

Cape Dhaskalió (Dascalio), about  $2\frac{1}{2}$  miles east-north-eastward of Cape Kótzikas, is the north-eastern extreme of a promontory; five islets lie off this promontory, Máкро (Maratro), the north-easternmost, at a distance of about 3 cables, and Práso (Thas Kalio), the westernmost, at a distance of about three-quarters of a mile. All these islets are steep-to on their northern sides. 45 50

*Chart 3446, plan of Karlovassi harbour.*

**Karlóvasi harbour.—Lights.**—This harbour, mentioned above, is formed by two breakwaters, the eastern of which extends in a north-north-westerly direction; the western extends in a northerly and then

*Chart 3446, plan of Karlovassi harbour.*

easterly direction from Cape Pangózi, leaving an entrance 130 yards (118<sup>m9</sup>) wide. The eastern breakwater was, in 1932, being extended, and a buoy marked the extension works ; vessels must pass northward  
5 of the buoy.

It is considered safe for vessels, with local knowledge, and with a draught of not more than 18 feet (5<sup>m5</sup>), to enter Karlóvasi harbour. The width of the channel between the breakwaters for vessels of this draught would be about 87 yards (79<sup>m5</sup>). Pilotage is not compulsory.  
10 The pilot, who lives at Vathí, will be found off the entrance to the harbour when a vessel is expected.

There is a 2½-ton crane on the wharf on the southern side of the harbour.

A light (*Lat.* 37° 48' N., *Long.* 26° 42' E.) is exhibited, at an elevation of 33 feet (10<sup>m1</sup>), from an iron framework structure situated on the head of the western breakwater.

A light is exhibited at the head of the completed portion of the eastern breakwater.

The town of Karlóvasi, which is connected to the general telegraph system, lies about a mile eastward of the harbour. There is steamer communication with Rhodes.

*Chart 1530.*

**Vathí bay.—Light.**—Vathí bay is the principal port in Sámos ; its sides are fringed by a narrow shallow bank and are backed by  
25 high, wooded land. The depths at the entrance are considerable, but in the inner part, which is entered between Cape Malagári, situated on the south-western side, about 1½ miles south-south-eastward of Cape Kótzikas, and the head of a breakwater which extends off Cape Katsoúni (Kachuni), on the north-eastern side, about half a mile  
30 eastward, there are depths of from 6 to 20 fathoms (11<sup>m0</sup> to 36<sup>m6</sup>). The only off-lying danger is a rocky shoal, with a depth of 2½ fathoms (5<sup>m0</sup>) over it, situated in a bight about a mile south-eastward of Cape Kótzikas and 1½ cables off the north-eastern side of the bay.

Although a heavy swell sets in with north-westerly winds, the anchorage is good, the holding ground excellent, and with ordinary precautions vessels never drag their anchors. The harbour is subject to heavy squalls from the surrounding hills.

A light is exhibited, at an elevation of 26 feet (7<sup>m9</sup>), from an iron column and hut, 20 feet (6<sup>m1</sup>) in height, on the head of the breakwater  
40 at Cape Katsoúni.

**Anchorage.**—The best berth is on the south-western side of the bay, near a white house and garden, in a depth of 13 fathoms (23<sup>m8</sup>), mud, sheltered from the swell by Cape Malagári, on which some conspicuous storehouses are situated. Merchant vessels usually anchor  
45 off the town in depths of from 3 to 10 fathoms (5<sup>m5</sup> to 18<sup>m3</sup>), mud. A good berth for a large vessel is in a depth of 7 or 7½ fathoms (12<sup>m8</sup> or 13<sup>m7</sup>) near the head of the bay, but caution is necessary as the depths decrease rather suddenly from 7 to 5 fathoms (12<sup>m8</sup> to 9<sup>m1</sup>), but more gradually from 5 to 2 fathoms (9<sup>m1</sup> to 3<sup>m7</sup>).

50 All vessels lying at anchor off the town must have their sterns secured to the quayside.

**Directions.**—A vessel approaching Vathí bay from northward, should bring Çan dağı to bear about 126° and steer for it on that bearing. Vathí bay will be known by being the lowest land under

*Charts 3446, 1546, 2682, 2836a, 2158b, 449.*

*Chart 1530.*

the saddle between the two peaks of the mountain. See view on chart 1530.

**Port facilities.**—The town of Vathí lies at the head of the bay. Along the entire sea front there is a quay with a depth of 6 feet (1<sup>m</sup>8) alongside. There is a hospital in the town. The population, in 1928, was 8,636. 6

Small quantities of supplies may be obtained.

A British Consular officer resides at Vathí.

Water is supplied by hose from the quay into lighters or ships' boats. 10

Vathí is connected to the general telegraph system and to the telephone system of Sámos.

There is regular steamer communication with Marseilles, the Piraiévs, Kríti, Egypt, and the neighbouring islands. 15

*Charts 1546 and 3446.*

**KUŞADA KÖRFEZİ.**—The entrance to Kuşada körfezi (Gulf of Skala Nuova) lies between Dip burnu (*Lat.* 37° 40' N., *Long.* 27° 01' E.), page 321, and Doğan Bey burun, about 23 miles north-north-westward. Sámos strait, page 322, leads into the southern part of the gulf. 20

**Southern and eastern sides of gulf.**—**Dangers.**—Between Zeytin burnu, page 323, and Ghiour Changli, about 7½ miles east-north-eastward, the coast is bold and rugged. At Ghiour Changli a stream flows into the sea and the coast becomes low.

Between Ghiour Changli and Aslan burun, a prominent point, about 7 miles northward, there is a bight, the shore of which is fringed by a shallow bank as much as a quarter of a mile wide in the northern part; the land is partly cultivated, and the hills lie from one to 2 miles inland. There is, however, an isolated hill on which there are ruins of a fort, situated close to the coast about 2½ miles south-eastward of Aslan burun. 25

Between Aslan burun and Yılançı (Yalanghi) burun, which is cliffy, about 2½ miles northward, the coast is fringed with a shallow bank. Kargı (Kargan) adası is situated about a mile north-north-westward of Aslan burun, on the coastal bank, which here is about 2 cables wide. Karakaçı bankları (Xerata Kargan adası), a reef with a least depth of 1½ fathoms (2<sup>m</sup>3) over it, lies north-westward of Kargı adası and from about 4 to 8 cables offshore. 30

Petroma reef, with depths of less than 6 feet (1<sup>m</sup>8) over it in places, and 2½ fathoms (4<sup>m</sup>6) over its outer edge, extends westward from close off the coastal bank at Yılançı burun for about half a mile. As both Karakaçı bankları and Petroma reef are steep to this part of the coast should be given a wide berth. 40

Between Yılançı burun and Ak burun or Ak yar (Aspros Kavo), a remarkable, projecting, white cliff, about 1½ miles north-eastward, there are two bights, the shores of which are fringed by a shallow bank; the western of the two bights is small, and the entrance to the north-eastern bight is about 9 cables wide. 45

The islet of Kuş adası, on which there is a square tower, lies about a cable north-north-westward of the point separating the two last-mentioned bights, near the outer edge of the coastal bank. 50

A shoal, with a least depth of 3 fathoms (5<sup>m</sup>5) over it, lies about one mile westward of the islet of Kuş adası. A shallow, rocky spit,

*Charts 1546 and 3446.*

with a sunken rock on its outer edge, which is steep-to, extends about 2 cables westward of Ak burun.

The town of Kuşadası (Skala Nuova), which is connected to the 5 general telegraph system, is situated on the southern side of the north-eastern bight. The town stands partly on level land and partly on the slope of a hill; that part on the level is enclosed between walls. A mountain stream flows through the town.

Provisions of all kinds can be obtained.

10 **Beacon.—Light.**—A conspicuous beacon, painted black and white, and having a square topmark, stands on Yılançı burun.

A light (*Lat.* 37° 52' N., *Long.* 27° 16' E.) is exhibited, at an elevation of 65 feet (19<sup>m</sup>8), from a white masonry tower, on the north-western extreme of the islet of Kuş adası.

15 **Anchorage.**—The anchorage is between the islet of Kuş adası and the spit extending from Ak burun, in a depth of 15 or 16 fathoms (27<sup>m</sup>4 or 29<sup>m</sup>3), soft mud. It is exposed to all winds from north, through west to south-west; the sea breezes invariably blow between these points during summer, often with considerable strength, and 20 almost always cause a heavy swell, and although the holding ground is good, it is not considered safe for large vessels. Small vessels, with local knowledge, may obtain some shelter under the lee of the islet of Kuş adası. As the sea breezes alternate with the land winds, sailing vessels can usually leave the anchorage at night or early morning.

25 *Chart 3446.*

**Coast.**—The mouth of Küçük Menderes nehri is situated about 4½ miles northward of Ak burun; it is fronted by a bar and obstructed by fishing weirs. Stone embankments, which once confined the river, are in many places still visible.

30 The land in the vicinity of the river mouth is low and covered with rushes, but there is a hill, 750 feet (228<sup>m</sup>6) high, standing 8 cables south-eastward of the mouth of the river. The coastal bank, with depths of less than 5 fathoms (9<sup>m</sup>1) over it, at the river mouth is about 4 cables wide, further westward the bottom consists of mud.

35 Kavo Mikron Taliane, with a ruined bridge 2 cables eastward, is situated at the northern end of the head of Kuşada körfezi, about 1½ miles north-north-westward of the mouth of Küçük Menderes nehri; temporary anchorage, in fine weather, may be obtained on the bank, with irregular depths of less than 10 fathoms (18<sup>m</sup>3) over it, 40 which extends for about a mile offshore in this vicinity. The anchorage lies with the ruined bridge bearing 065°, St. Paul's prison, a square ruin on a hill, 375 feet (114<sup>m</sup>3) high, about 3 miles south-eastward, bearing 108°, and the entrance to Küçük Menderes nehri bearing 128°. This anchorage is considered preferable to that at Kuş adası.

45 A vessel approaching the anchorage should sound frequently; if landing, it is advisable to do so on the northern side of the river.

The ruins of Ephesus are situated about 3½ miles eastward of the mouth of Küçük Menderes nehri.

About three-quarters of a mile south-eastward of the above-men- 50 tioned ruined bridge, there is an extensive, shallow lagoon which communicates with the sea.

**Northern side of gulf.**—Between Kavo Mikron Taliane and Kara ağaç (Kala point) (*Lat.* 37° 59' N., *Long.* 27° 10' E.), about 4½ miles west-north-westward, the coast is low in places.

*Charts 2682, 2836a, 2836b, 2158b, 449.*

*Chart 3446.*

Gâvur köy limanı (Ghiour Kioi bay), with a village of the same name on its north-eastern side, is situated about a mile east-north-eastward of Kara ağaç. This bay affords temporary anchorage during offshore winds, westward of the village, and close inshore, as the depths are considerable; there is no shelter from southward. 5

Between Kara ağaç and Boğalı burun (Cape Bugali), the southern termination of a tongue of land, about  $4\frac{1}{2}$  miles north-westward, the coast is indented with small bays separated by points on some of which there are ruins; there are some villages along this stretch of coast. 10

Lebedos liman, lying between Boğalı burun and Doğan Bey burun, the southern extreme of a promontory, about 10 miles west-north-westward, is backed on all its sides by mountainous land, at a distance of from 3 to 4 miles; Mount Alewan, a peak of the Sığındı dağı, situated about 4 miles northward of Boğalı burun is elevated 2,940 feet (896<sup>m</sup>1). 15 The bay is completely open southward and, except within half a mile of the coast, the depths for anchoring are considerable. Çam burnu çayı (Malkeji river) flows into the bay through a small low delta about 4 miles north-westward of Boğalı burun, and Sıçan adası (Pondiko) lies  $3\frac{1}{2}$  miles north-westward of the same point, about half 20 a mile offshore.

Kısık yarım adası (Xingi), a round projection united to the coast by a sandy neck, on which there are some ruins, lies about  $6\frac{1}{2}$  miles north-westward of Boğalı burun. The ruins of the ancient town of Lebedos are situated a short distance inland north-westward of the 25 projection (*Lat.*  $38^{\circ} 05' N.$ , *Long.*  $26^{\circ} 59' E.$ ).

Doğan Bey adası or Kanlı ada (Hypsili), 186 feet (56<sup>m</sup>7) high, lies about half a mile south-eastward of Doğan Bey burun. Some above-water rocks lie close off the southern extreme of this islet and another above-water rock lies 2 cables off its eastern extreme. 30

Körmen or Bölmeler adası (Bolemo), lying close off the western side of the southern end of the promontory, is bold and rocky. It fronts a small cove, and together with Doğan Bey burun eastward of it, forms a small harbour in which there is a depth of 3 fathoms (5<sup>m</sup>5). There are some hot springs on the shore at the head of the 35 cove. The land, 3 miles northward of the cove, is 910 feet (277<sup>m</sup>4) high, and  $1\frac{1}{2}$  miles further northward, rises to an elevation of 1,345 feet (410<sup>m</sup>0).

**Caution.**—See regulations, page 346, with regard to merchant vessels not being permitted to visit ports on the coast of Asia Minor 40 westward and northward of Lebedos liman.

**SIGACIK KÖRFEZİ.**—Sığacık körfezi (Sighajik bay) lies between Doğan Bey burun and Teke burnu (Cape Koraka), about 14 miles west-north-westward. The depths are considerable, except near the coast and in the approach to Sığacık harbour, situated in the north- 45 eastern corner of the bay, about 11 miles north-north-westward of Doğan Bey burun.

On the eastern side of the bay Çift (Ovraeo) kalesi, a bold projection, 190 feet (57<sup>m</sup>9) high, and covered with ruins, lies about a mile northward of Körmen adası and is joined to the coast by a narrow 50 neck of land, forming on either side of it a small bay; in the northern bay, small vessels, with local knowledge, can anchor off a sandy beach, in depths of from 2 to 4 fathoms (3<sup>m</sup>7 to 7<sup>m</sup>3).

*Charts 2682, 2836a, 2836b, 2158b, 449.*



*Chart 3446.*

Palamut or Bahadır adası (*Lat. 38° 08' N., Long. 26° 51' E.*), lying 5 miles northward of Çift kalesi and close offshore, has some ruins on it.

- 5 Between a point, remarkable for its green cliffs, about a mile north-north-westward of Palamut adası and Killik burnu (Chelik point), about  $2\frac{1}{2}$  miles further north-westward, there are two bays, separated from one another, about midway by a shallow rocky tongue projecting south-westward and southward for a distance of about a mile.
- 10 Kanlı ada (Hadji Futi), on which there are some ruins, lies on the northern part of this tongue, and Küçük adalar (Aspro islets), two in number and having white cliffs, lie near the southern end. The eastern side of the entrance to Malkaya limanı, the south-eastern of the two bays, is fringed by a shallow bank. A shoal, over which
- 15 there is a depth of 3 fathoms ( $5^m5$ ), lies in the middle of the entrance to Teos liman, the north-western bay. Both bays are exposed southward.

Killik burnu is bold and steep-to; the coast for  $2\frac{1}{2}$  miles northward to Kybleh point, the southern entrance point of Sığacık harbour, described below, is about 200 feet ( $61^m0$ ) high, and is indented by small bays, with considerable depths at a distance of a quarter of a mile offshore.

On the western side of Sığacık körfezi, Teke burnu is a bold headland rising to an elevation of 1,280 feet ( $390^m1$ ) about half a mile inland; it is the southern termination of Kıran dağı (Mount Korykos), 2,320 feet ( $707^m1$ ) high, about  $5\frac{1}{2}$  miles northward. Viewed from any direction seaward, the cape is a prominent object and it is steep-to. A sailing vessel should give it a wide berth in order to avoid the baffling winds frequently encountered in its vicinity.

- 30 Gök liman or Kokar limanı (Port Vromo) is entered between a point about 2 miles north-north-eastward of Teke burnu and Kokar burun, about half a mile further east-north-eastward. The sides of this port are, for the greater part, steep-to; it is available to small vessels, with local knowledge.

35 Between a point about 4 miles northward of Kokar burun, where the coast trends eastward for  $6\frac{1}{2}$  miles to the northern entrance point of Sığacık harbour, the western and northern sides of Sığacık körfezi are indented with several small coves. About 3 miles northward of Kokar burun there are some remarkable white marks on the coast.

- 40 Demircili bodrumu (Port Erekevi), an inlet with a sandy beach, is situated about  $4\frac{1}{2}$  miles westward of the northern entrance point of Sığacık harbour.

*Chart 1878, plan of Sighajik harbour.*

- Sığacık harbour.—This harbour is entered between Kybleh point, mentioned above, and a cliffy point, about half a mile north-north-westward. On the south-western side of the entrance, a shoal extends about  $3\frac{1}{2}$  cables north-westward of Kybleh point; Eşek ada (Sighajik island), with a reef extending about half a cable from its north-western extreme (*Lat. 38° 12' N., Long. 26° 48' E.*), is situated on this shoal.
- 50 In the fairway of the narrow channel between Eşek ada and Kybleh point, there are depths of from 2 to  $2\frac{1}{2}$  fathoms ( $3^m7$  to  $4^m6$ ), but nearly in the middle there is a rocky shoal over which there is a depth of only 3 feet ( $0^m9$ ).

Sığacık harbour is not easily distinguished at a distance, but its

*Charts 3446, 1645, 2682, 2836b, 2158b, 449.*

*Chart 1878, plan of Sighajik harbour.*

position will be known by a deep valley, about 2 miles westward of it, which appears like an opening in the land. From south-eastward, a white patch near the summit of the hill on the western side of this valley is a good navigational mark. 5

On the north-eastern side of the entrance, the coast is steep-to.

Depths of less than 3 fathoms (5<sup>m</sup>5) extend half a cable off the southern part of the head of the harbour, increasing to a distance of 2 cables further northward.

The town of Sığacık is situated at the head of the harbour. 10

**Anchorage.**—The anchorage is in a depth of 8 fathoms (14<sup>m</sup>6), sand and mud, with good holding ground, in about the middle of the bay, and well sheltered. During fine weather, vessels may anchor outside the harbour, in depths of from 15 to 20 fathoms (27<sup>m</sup>4 to 36<sup>m</sup>6), west-south-westward of Eşek ada. 15

*Chart 3446.*

**COAST.**—**Caution.**—Kavaklı limanı, or Kırk dilim liman, or Çilga körfezi (Kavaki bay) is entered between a point, about a mile north-north-westward of Teke burnu, and Kavak burun, about a mile west-north-westward; this bay is clear of dangers and has a depth of 20 3 fathoms (5<sup>m</sup>5) at its head. Between Kavak burun and the south-eastern entrance point of İncir limanı, about 3½ miles north-north-westward, the coast is indented and steep-to. Tektaş adası (Cliff islet) lies close offshore about 1¼ miles north-westward of Kavak burun (*Lat.* 38° 08' N., *Long.* 26° 35' E.). 25

*Chart 1568, plan of Port Sikia.*

The entrance to İncir limanı or Sarp dere liman (Port Sikia) is about half a mile wide between its south-eastern entrance point, previously mentioned, and a point north-westward. It can be distinguished by some steep, white cliffs on the north-western side of the entrance. The 30 port is exposed south-westward, but, just within the entrance on the south-eastern side, there is a well-sheltered inlet, suitable for small vessels with local knowledge. There are two shallow arms at the head of the port into which a few streams flow.

Owing to the imperfect nature of the survey, the plans of İncir 35 limanı and Mersin körfezi, described below, should be used with caution.

*Chart 3446.*

Between the north-western point of İncir limanı and the south-eastern entrance point of Mersin körfezi, 2½ miles west-north-westward, the coast is rugged and steep-to. 40

*Chart 1568, plan of Port Mersin.*

Mersin körfezi is entered between the above-mentioned point and a point about 1¼ miles west-north-westward; it is fronted by three islands and sheltered from all winds, except those from south-south-east, on account of its narrow entrance. Between the south-eastern 45 entrance point and a point about half a mile north-north-westward, there is an inlet on the eastern side of the entrance; the easternmost of the three islands lies close off the north-western entrance point of this inlet, connected to it by a rocky shoal.

A bank, with depths of less than 10 fathoms (18<sup>m</sup>3) over it, extends 50 from the north-western entrance point of Mersin körfezi for about 1¼ miles; the other two islands lie on this bank, the northern one close off the north-western entrance point, connected to it by a rocky shoal.

*Charts 3446, 1645, 2682, 2836b, 2158b, 449.*

*Chart 1568, plan of Port Mersin.*

Between this island and the island on the eastern side of the entrance there is an islet, connected to the former by a bank, over which there are depths of 3 fathoms (5<sup>m</sup>5).

- 5 Dümbelek adaları (Tavates), the southernmost island, lies near the southern end of the 10-fathom (18<sup>m</sup>3) bank, separated from the island north-north-westward of it by a passage 3 cables wide, in the fairway of which there are depths of 4 fathoms (7<sup>m</sup>3), but near the middle of which there is a rocky shoal. A reef, on which there are  
10 some above-water rocks, extends 2 cables south-south-westward of Dümbelek adaları.

Small vessels, with local knowledge, may pass between Dümbelek adaları and the island north-north-westward of it, avoiding the rocky shoal; the ship passage is southward of Dümbelek adaları and east-  
15 ward of the islet between the two inner islands, this latter passage being 1½ cables wide, and having a depth of 11 fathoms (20<sup>m</sup>1) in the fairway.

Fresh provisions are plentiful at Mersin körfezi.

*Chart 3446.*

- 20 The coast between the north-western entrance point of Mersin körfezi and Boz alan burnu (*Lat.* 38° 14' N., *Long.* 26° 24' E.), the eastern entrance point of Eğrilir limanı, about 2½ miles north-westward, is nearly straight, but it should not be approached too closely.

*Chart 1568, plan of Port Eğrilir.*

- 25 Eğrilir or Alaçatı limanı is entered between Boz alan burnu and a point about 1½ miles westward; there is a white cliff surmounted by a hill, 146 feet (44<sup>m</sup>5) high on Boz alan burnu, and, about half a mile north-north-westward of the western entrance point there is a sharp peak, 264 feet (80<sup>m</sup>5) high. Within the entrance, the sides of the port  
30 are bordered by shallow banks and, at its head, there is a considerable area which is nearly dry. The depths between these banks are uneven and the bottom consists of mud. Great caution is necessary when entering to keep in mid-channel, as the depths indicated on the chart are not in sufficient detail, and there are no good leading marks for  
35 avoiding the shallow banks, which, however, on a bright day, are plainly indicated by the discoloration of the water.

The land on either side is hilly, but at the upper part of the port, it is low, and is dry in summer but marshy in winter, at which season a stream flows into it. See view on plan.

- 40 The village of Eğrilir lies near the head of the port on the western shore, with a pier.

*Chart 3446.*

- Between the western entrance point of Eğrilir limanı and Ak burun (Cape Bianco), about 7 miles westward, the depths off the coast are  
45 irregular and there are shoals in places as much as half a mile offshore; the coast should therefore be given a wide berth. In the bay formed in the coast south-eastward of Ak burun, there are four rocky patches, with depths of from one to 4 fathoms (1<sup>m</sup>8 to 7<sup>m</sup>3) over them and greater depths between, situated between about a mile and 2 miles  
50 eastward of the wedge-shaped southern extreme of Ak burun, and 3½ cables offshore.

- Ak burun (*Lat.* 38° 16' N., *Long.* 26° 15' E.) consists of white cliffs of moderate elevation and is conspicuous from south-westward. The south-western face of the cape is fringed by a rocky bank, about a  
55 cable wide.

*Charts 1645, 2836b, 2158b, 449.*

*Chart 3446.*

**Anchorage.**—There is anchorage south-eastward of Ak burun in any convenient depth, sand, which is much frequented by vessels unable to proceed through Khíos strait during northerly winds. Vessels anchoring here should be prepared to leave before a southerly wind sets in, and care should be taken to avoid the rocky patches, previously mentioned, by choosing a berth in a depth of not less than 10 fathoms (18<sup>m</sup>3), within half a mile of the southern extreme of Ak burun. If proposing to anchor further south-eastward, a vessel should not proceed north-eastward of an imaginary line joining the entrance points of the bay, or into depths of less than 16 fathoms (29<sup>m</sup>3).

*Chart 1645.*

**KHÍOS.**—**General remarks.**—Khíos, an island, is separated from the coast of Asia Minor by Khíos strait, page 337. The island is rocky and mountainous throughout nearly its whole extent; Mount Áyios Ilías (Elias), the summit, situated at the northern end, is 4,157 feet (1,267<sup>m</sup>0) high. Southward of this mountain, the mountains gradually decrease in height, and terminate at Cape Mástikho, the southern extreme of the island, about three-quarters of a mile northward of which there is a hill, 960 feet (292<sup>m</sup>6) high. The hills are mostly composed of red-coloured marble, streaked with white, and round the town of Khíos, situated near the middle of the eastern side of the island, there are quarries of reddish firestone.

Khíos is celebrated for its beauty and fertility, and the climate is healthy; it possesses a great number of fine springs. The chief town is Khíos. The population of the island, in 1937, was 75,680, and of the town 22,120.

In 1881, Khíos was visited by a terrible earthquake, the effects of which were felt at Çeşme, İzmir, Káristos in Évvoia, Tínos, Síros, and other places.

**Current.**—The current off the southern end of Khíos is strong and uncertain, but in Kalamotí bay and along the western side of the island it generally sets northward.

**Off-lying islet.**—**Light.**—Venétiko, an islet, conical in shape and steep-to, lies about 1½ miles southward of Cape Mástikho, with no dangers between.

A light (*Lat.* 38° 08' N., *Long.* 26° 02' E.) is exhibited, at an elevation of 256 feet (78<sup>m</sup>0), from a white iron beacon with a concrete base, 10 feet (3<sup>m</sup>0) in height, on the summit of Venétiko.

**Western coast of Khíos.**—Cape Mástikho is a bold, abrupt headland which shows up well at night.

Between Cape Mástikho and Cape Mestá (Amista), 9½ miles north-westward, the coast is bold and indented with several small bays, but there are no dangers at a greater distance than 3 cables offshore, and there is no anchorage for large vessels; small craft, with local knowledge, however, find anchorage in a cove close westward of Cape Mástikho, in a depth of 6 fathoms (11<sup>m</sup>0), good holding ground.

Káto Fanás (Phano) anchorage is situated nearly midway between the two above-mentioned capes; two islets, about 2 cables apart and parallel with the coast, lie from about 2 to 6 cables north-westward of this anchorage. An islet lies about a mile south-eastward of Cape Mestá and 2 cables offshore.

*Chart 1645.*

Between Cape Mestá and Cape Áyios Nikólaos, about 18 miles northward, there is a bight. Xilópetra (Brown) rock, above-water, lies  $1\frac{1}{2}$  miles northward of Cape Mestá and is almost connected to the coast by a reef which extends a short distance offshore abreast it. Makrilópetra (Black) rock, also above-water, lies three-quarters of a mile further north-eastward and 4 cables off the coast, with considerable depths between.

Mestá bay, a narrow inlet, is situated on the southern side of the above-mentioned bight, about 4 miles north-eastward of Cape Mestá. The bay can easily be distinguished by an ancient watch tower situated on the western side of the entrance; two above-water rocks lie about 2 cables northward of the western entrance point. The head of the bay, where there are a few houses, is slightly protected from northward. Mestá bay is only suitable for small vessels.

Aspró, an island, with two islets between it and the coast east-south-eastward, lies about  $1\frac{1}{2}$  miles north-eastward of the western entrance point of Mestá bay. An above-water rock lies about one mile north-eastward of Aspró and about half a mile off the coast, with a  $2\frac{1}{2}$ -fathom (4m6) patch between.

Alínda (Aluntha) bay, a small inlet only suitable for small vessels, is situated about 6 miles north-north-eastward of the western entrance point of Mestá bay.

Volissós anchorage lies between a point situated about 4 miles north-north-westward of the north-western entrance point of Alínda bay, and a point about 3 miles further north-westward; an islet, connected to the coast by a narrow reef, over which there is no passage, lies nearly midway between the entrance points. This is the only anchorage for any but small vessels on the western side of Khíos; vessels may find a fair berth south-eastward of the above-mentioned islet, with the old castle of Kástron on the hill about  $1\frac{1}{2}$  miles northward of the islet, bearing  $000^\circ$ , and the southern extreme of a projection of the coast, about  $1\frac{1}{2}$  miles west-north-westward of the islet, bearing  $296^\circ$ .

The promontories on the western side of Khíos bear a close resemblance to each other; this side of the island is comparatively uninhabited. With the exception of the village of Mestá, situated  $1\frac{1}{2}$  miles southward of the head of Mestá bay, and the village of Volissós, situated about a mile inland from Volissós anchorage, all the principal villages are on the eastern side.

Cape Áyios Nikólaos (*Lat.  $38^\circ 33' N.$ , Long.  $25^\circ 51' E.$* ) can be distinguished by the round tower on its summit; between a point about three-quarters of a mile southward of the cape, and Cape Mélaina, the north-western extreme of Khíos, about  $2\frac{1}{2}$  miles north-north-eastward of it, the coast is fringed by a shallow bank, 3 cables wide in places.

During south-easterly gales, the squalls off the Amaní (Amenai) mountains, situated in the north-western part of Khíos, are severe, and sailing vessels proceeding through the channel between the western side of Khíos and Psará should keep at a distance from the land.

*Chart 1891, plan of Psara island.*

**Off-lying islands and dangers.—Lights.**—Psará, an island, 1,893 feet (577m0) high at its northern end, lies about 10 miles westward of the northern end of Khíos with a channel between them in which the depths are considerable and which is clear of dangers.

*Charts 2836b, 2158b, 449.*

*Chart 1891, plan of Psara island.*

Kalóyerói rocks, page 164, lie about 27 miles south-south-westward of Psará.

Cape Trifilli is the termination of a tongue of land extending from the south-western end of the island; on this tongue there is a peaked hill, 421 feet (128<sup>m</sup>3) high, on which stands an ancient castle. The town of Psará is situated close northward of this hill. See view on plan 1891. 5

Shoals extend a short distance from all sides of the tongue and it should be given a berth of at least 1½ cables; a shoal, with a depth of 4½ fathoms (8<sup>m</sup>2) over it, is situated 4½ cables north-north-eastward of Cape Trifilli and 1½ cables offshore. Trifilli reef, with a least depth of 3 feet (0<sup>m</sup>9) over it, lies, detached, about 1½ cables north-north-eastward of the same cape and from a half to one cable offshore.

There is a small mole extending from the eastern side of the town, 15 and another mole which extends northward from a point on the coast, about a cable south-eastward. An area between the two moles, which affords shelter to small vessels, has been dredged to a depth of 13 feet (4<sup>m</sup>0), mud.

A light is exhibited, at an elevation of 30 feet (9<sup>m</sup>1), from a red iron 20 column with a masonry base, 20 feet (6<sup>m</sup>1) in height, situated on the head of the eastern mole.

Cape Áyios Yeóryios (Kokino pulo) (*Lat. 38° 32' N., Long. 25° 37' E.*), the south-eastern extreme of Psará, is fringed by a shallow bank which is as much as 1½ cables wide on its eastern side. 25

A light is exhibited, at an elevation of 255 feet (77<sup>m</sup>7), from a white circular tower, 39 feet (11<sup>m</sup>9) in height, on Cape Áyios Yeóryios.

Several islets and dangers lie off the coasts of Psará. A rocky shoal, with a depth of 3 feet (0<sup>m</sup>9) over it, and 12 fathoms (21<sup>m</sup>9) between it and the coast, lies about a mile north-north-westward of the south-western extreme of the island and from 1½ to 2½ cables offshore. 30

Andípsara (Antipsara), an island, lies 1½ miles westward of the southern end of Psará. Medhiakó (Katu-nisi), a rocky islet, lies about a quarter of a mile southward of the eastern part of the southern side of Andípsara, there being no passage between. 35

A reef extends one cable from Xerathia tu Cava, situated at the north-eastern extreme of Andípsara.

Between a point about 1½ miles north-north-westward of the south-western extreme of Psará and Karamanóvrakhos (Karaman Vrakos), about 1½ miles further northward, there is a bight in the western side of Psará. Áyios Nikólaos, a reef on which there are some islets and above-water rocks, lies about half a mile northward of the southern entrance point of this bight, and Dhaskalió (Thaskalo), a rocky islet, lies in the northern part of the bight, connected to the coast by a reef about a cable wide. 40 45

Koukhópata (Kuchopata), a reef, over which there is a depth of 4½ fathoms (8<sup>m</sup>2), lies midway between Dhaskalió and Xerathia tu Cava.

Khaviarópetra, a rock, with a depth of 2 fathoms (3<sup>m</sup>7) over it, lies about 1½ miles south-south-eastward of Póunda toú Róusou (Turusi Pulo), the north-western extreme of Psará. The depths are considerable between this rock and the reefs, a quarter of a mile distant, extending from the western side of Psará. 50

Mustafá is the westernmost of a group of above-water and sunken rocks, extending 3 cables north-westward of Póunda toú Róusou.

*Chart 1891, plan of Psara island.*

Mastroyióri (Agios Georgios), an islet, lies about 4 cables north-north-eastward of Poúnda tou Roussou. A rock, with a depth of less than 6 feet (1<sup>m</sup>8) over it, lies about a mile eastward of Mastroyióri and 5 2 cables north-westward of the eastern entrance point of Kolimbitis (Xera Chukanarlu) bay, situated midway between Poúnda tou Roussou and Cape Markáki, the northern extreme of Psará, about 2 miles east-north-eastward.

A rock, over which there is a depth of one fathom (1<sup>m</sup>8), lies 4½ cables 10 westward of Cape Markáki; Cape Tragopídhima (Tritispela), the north-eastern extreme of Psará, bearing about 100°, and well open northward of Cape Markáki (*Lat.* 38° 37' N., *Long.* 25° 35' E.), leads northward of this rock.

**Current.**—**Caution.**—On the western side of Psará, the current 15 generally sets northward.

As the current sets strongly on to the northern side of Psará, it is advisable, especially in a sailing vessel with light winds, to give this side of the island a wide berth.

**Anchorage.**—Anchorage, which is considered secure in the 20 summer months though exposed southward, may be obtained in Psará harbour (Choralolimani), the bight lying eastward of the tongue of land extending from the south-western end of the island. The holding ground is good, and it is an excellent place of shelter during strong northerly winds, but the 4½-fathom (8<sup>m</sup>2) patch, previously 25 mentioned, must be avoided. A fair berth is in a depth of 12 fathoms (21<sup>m</sup>9), with the two southern points of Psará island, eastward of the bay, in line, bearing about 004°. Farther southward the bottom is rocky and uneven.

Small vessels, with local knowledge, sometimes anchor in a cove 30 eastward of Dhaskalió and secure to the shore.

There is also occasional anchorage southward of Andípsara.

*Chart 2836b.*

**Spitfire banks.**—These banks, which lie from 12 to 44 miles north-north-westward of Psará are described on page 384.

35 *Chart 1645.*

**Northern coast of Khíos.**—**Lights.**—Cape Anapómera, the northern extreme of Khíos, situated 7 miles eastward of Cape Mélaina, page 334, is the northern termination of Mount Áyios Ilías, page 333, the rugged, precipitous sides and bluff, conical summit of which render 40 it conspicuous.

With the exception of Gértis (Ghertis), an islet, situated about a mile eastward of Cape Anapómera and 4 cables offshore, and on which there is a lighthouse, and Glastri islet, page 337, there are no dangers off-lying the northern coast of Khíos at a greater distance than 45 2 cables.

A light (*Lat.* 38° 36' N., *Long.* 26° 03' E.) is exhibited, at an elevation of 108 feet (32<sup>m</sup>9), from a white iron tower on Gértis.

Cape Ourá (Ora) lies about 2½ miles east-south-eastward of Cape Anapómera.

50 *Chart 1568, plan of Spalmatori islands.*

Mármaro bay is entered between a point about 3 miles south-eastward of Cape Ourá and a point, about half a mile further east-south-eastward. The holding ground in Mármaro bay, in a depth of 7 fathoms (12<sup>m</sup>8) and consisting of mud covered with weed, was

*Charts 1645, 2836b, 2158b, 449.*

*Chart 1568, plan of Spalmatori islands.*

reported, in 1879, to be bad, and during southerly winds strong squalls blow through the valleys with great violence; the bay, which is very exposed northward, should be avoided as a shelter except in case of necessity.

5

Parápanda bay, which is narrow, and the bottom of which consists of mud, lies close eastward of Mármaro bay, separated by a projection; Margaritis, an islet, lies with its south-eastern extreme connected to the north-eastern extreme of this projection by a narrow reef. There is anchorage for small vessels, with local knowledge, between the south-western side of Margaritis and the projection.

10

A light is exhibited, at an elevation of 65 feet (19<sup>m</sup>8), from a white iron column and hut, on the north-western end of Margaritis.

Cape Vamvakás (Pampakas) is situated on the north-eastern side of the approach to Parápanda bay, about a mile east-north-eastward of 15 Margaritis lighthouse. Glastri, an islet, with a reef extending a short distance from its western side and steep-to on its northern side, lies about half a mile east-south-eastward of Cape Vamvakás and 3½ cables offshore. A reef projects from the coast, south-westward of Glastri, nearly halfway across the passage between.

20

Cape Ayía Paraskeví (Vrulidia), the north-eastern extreme of Khíos, a prominent headland, lies about 1½ miles south-eastward of Cape Vamvakás. Stróviló, an islet, lies close off Cape Ayía Paraskeví; the islet is conical in shape and conspicuous, and, with the exception of a few rocks at its base, it is steep-to.

25

A light is exhibited, at an elevation of 203 feet (61<sup>m</sup>9), from a white iron tower on a concrete base, 13 feet (4<sup>m</sup>0) in height, on Stróviló.

*Chart 1645.*

**South-eastern coast of Khíos.**—Kalamotí (Kalamuti) and 30 Megálos Limniónas bays are separated from each other by the land terminating in the cliffs of Capes Gridhiá (Gredia) and Nénita, situated 5½ and 7 miles, respectively, north-eastward of Cape Mástikho, page 333; they are convenient anchorages for vessels bound through Khíos strait during strong northerly winds.

35

In Kalamotí bay, the southern of the two, vessels may anchor in the northern part where convenient, in depths of from 14 to 16 fathoms (25<sup>m</sup>6 to 29<sup>m</sup>3), sand and weed.

Cape Nénita, the southern entrance point of Megálos Limniónas bay, is formed by steep white cliffs with flat tops, and there is a ruined 40 tower on its southern side. This bay affords anchorage in the northern part, during northerly winds, in depths of from 8 to 10 fathoms (14<sup>m</sup>4 to 18<sup>m</sup>3), sand and weed, with Páspargos lighthouse bearing about 090°.

**Khíos strait.**—**General remarks.**—Khíos strait, called by the 45 Turks Sakız boğazi, separates Khíos from the mainland of Asia Minor; the strait is obstructed at its southern end by the islets of Páspargos and Panayía (*Lat.* 38° 18' N., *Long.* 26° 13' E.), but the fairways of the passages between Páspargos and Khíos, on the western side, and between Panayía and the mainland, on the eastern side, are clear of 50 dangers. Northward of these islets, the strait is also clear of dangers, except the Kumuthi shoals on the eastern side. North-eastward of these shoals there is a group of islands which lie in the approach to Ildir körfezi, situated on the south-eastern side of the strait.



*Chart 1645.*

The Oinoussai (Spalmatori) islands lie in the northern part of the strait with clear channels on either side of them.

Khíos strait affords several anchorages in addition to those previously mentioned in the southern approach; amongst these are the bay northward of Ak burun, Çeşme körfezi, Kolokithiá bay, and anchorages in the Oinoussai islands.

In Khíos strait, between Cape Ayía Eléni (St. Helena) and Ak burun, page 332, and in the channels on either side of the Oinoussai islands, during fresh northerly or north-easterly winds, no ordinary sailing vessel can work to windward, but must anchor in one of the bays already mentioned, until a change in the direction of the wind takes place, when, with a southerly wind, the current will set strongly northward. *Charts 3446 and 1645.*

**Southern part of Khíos strait.—Lights.**—Khíos strait is entered from southward between Ak burun, page 332, and Cape Katoméri, the northern entrance point of Megálos Limniónas bay, page 337, about 4 miles west-north-westward.

Panayía, an islet, with Páspargos, another islet, about 6 cables westward, lies with its southern extreme about a mile westward of Tekne burun, situated about  $1\frac{1}{4}$  miles northward of Ak burun. Sunken rocks lie close off both the northern and southern ends of Panayía, and similar rocks fringe the northern end of Páspargos. About midway between the two islets there is a rocky shoal, with a depth of 4 fathoms (7<sup>m</sup>3) over it. The passage between Panayía and Tekne burun, as also that between Páspargos and Khíos, are clear of danger, except the narrow coastal banks.

A light is exhibited, at an elevation of 137 feet (41<sup>m</sup>8), from a tower on the summit of Páspargos (*Lat.* 38° 18' N., *Long.* 26° 13' E.).

*Chart 1645.*

On the western side of Khíos strait, between Cape Katoméri and Cape Ayía Eléni, about a mile northward, there is a shallow bay; the coastal bank, with depths of less than 5 fathoms (9<sup>m</sup>1) over it, and which is steep-to, is as much as half a mile wide close southward of Cape Ayía Eléni. The last-mentioned cape is low and rugged, rising gradually to a round hill, upon which there is an old tower. The coast between Cape Ayía Eléni and Khíos harbour, page 339, about  $2\frac{1}{4}$  miles north-north-westward, is fringed by a shallow bank as much as  $4\frac{1}{2}$  cables wide in places.

On the eastern side of Khíos strait, there is a bay between Tekne burun and Kızıl burun (Kezil point), about  $2\frac{1}{4}$  miles north-eastward; the coast of this bay consists of white chalk cliffs, and its shore is fringed by a bank, with depths of less than 5 fathoms (9<sup>m</sup>1) over it, which is more than half a mile wide in places. An islet lies on this bank about three-quarters of a mile eastward of the south-western entrance point of the bay.

Anchorage may be obtained in the above-mentioned bay, during strong southerly winds, north-eastward of Tekne burun, in depths of from 10 to 12 fathoms (18<sup>m</sup>3 to 21<sup>m</sup>9), coarse sand and good holding ground, but vessels should be prepared to leave in the event of a change of wind to the opposite quarter.

*Chart 1568, plan of Chesme.*

Kızıl burun is of a red colour, and steep-to on its western side, but a shallow bank extends northward of it for a short distance.

*Charts 1645, 2836b, 2158b, 449.*

*Chart 1568, plan of Chesme.*

A light (*Lat.*  $38^{\circ} 20' N.$ , *Long.*  $26^{\circ} 18' E.$ ) is exhibited, at an elevation of 33 feet ( $10^m1$ ), from a wooden mast, 10 feet ( $3^m0$ ) in height, on Kızıl burun.

Kaloyeri reef lies in the western approach to Çeşme körfezi, from 6 cables to one mile north-westward of Kızıl burun. There are several sunken rocks on the reef, and on other parts there are depths of from 2 to 4 fathoms ( $3^m7$  to  $7^m3$ ). Cape Mástikho, page 333, bearing  $229^{\circ}$  and open south-eastward of Cape Gridhiá, and also just open north-westward of Tekne burun, leads south-eastward of Kaloyeri reef.

Çeşme körfezi, described below, is entered between Kızıl burun and a point about 6 cables east-north-eastward.

*Chart 1645.*

Between the north-eastern entrance point of Çeşme körfezi and Üç burunlar (Kumuthi point), about 3 miles northward, the coast is clear of dangers, and gradually decreases in height. Üç burunlar is low; a rocky shoal extends a short distance westward and northward of the point, close northward of which there is a narrow passage into Ildır körfezi, which may be used by small vessels, with local knowledge.

*Chart 1568, plan of Chesme.*

**Çeşme körfezi.—Anchorage.**—Çeşme (Chesme) körfezi is divided into two portions by Kara dagh point, a broad headland, the middle portion of which is situated about half a mile east-south-eastward of Kızıl burun. Aiasmata bay lies on the western side of the point and Çeşme harbour, on the eastern side. The western side of Aiasmata bay is fringed by a shallow bank which is about a cable wide on the eastern side of Kızıl burun. A conspicuous stone arch stands on the eastern shore of Aiasmata bay.

The town of Çeşme, which is connected to the general telegraph system, is situated on a slope on the eastern side of Çeşme harbour. See view on plan.

Large vessels may anchor in the approach to Çeşme harbour, about 3 cables north-eastward of Kızıl burun lighthouse, in a depth of 12 fathoms ( $21^m9$ ), or further north-westward as convenient, in a depth of 15 or 16 fathoms ( $27^m4$  or  $29^m3$ ), mud.

Anchorage may also be obtained about 3 cables eastward of Kızıl burun lighthouse, in a depth of about 10 fathoms ( $18^m3$ ), good holding ground. Nearer the town, the holding ground is bad, as indicated on the chart, northward of Kara dagh point, the bottom being rocky; vessels, with local knowledge, anchor further northward, where the holding ground is good.

*Chart 1645, plan of Port Scio.*

**Khíos harbour.—Lights.**—Khíos (Scio) harbour, page 338, is protected by two moles, and quays extend along the sides of the harbour between them. The southern mole extends in a north-north-westerly direction and the northern mole extends in a south-easterly direction for about  $1\frac{1}{2}$  cables to a ruined fort and thence east-south-eastward for about three-quarters of a cable; the entrance between the mole heads is about 115 yards ( $105^m2$ ) wide, but there is a shoal, with a depth of  $2\frac{3}{4}$  fathoms ( $5^m0$ ) over it, close off the southern side of the head of the northern mole. The north-western part of the harbour is dredged to a depth of 20 feet ( $6^m1$ ) up to and alongside the quays; this part only, was, in 1935, available for large steamers. The bottom is foul for a short distance off the south-western side of the northern

*Chart 1645, plan of Port Scio.*

mole ; the rest of the harbour is dredged to depths of from 10 to 12 feet (3<sup>m</sup>0 to 3<sup>m</sup>7), except alongside the southern quays, where there is a depth of only 6 feet (1<sup>m</sup>8).

- 5 The Health office and the Harbour master's office are situated on the northern mole near the ruined fort.

Two lights (*Lat. 38° 23' N., Long. 26° 09' E.*), vertically disposed, are exhibited, the upper one at an elevation of 62 feet (18<sup>m</sup>9), from a mast on a white hut, situated on the ruined fort on the northern mole.

- 10 A light is exhibited, at an elevation of 28 feet (8<sup>m</sup>5), from a mast on a white hut, situated at the head of the northern mole.

A light is exhibited, at an elevation of 29 feet (8<sup>m</sup>8), from a mast on a white hut, situated at the head of the southern mole. This light is difficult to distinguish on account of the lights in the town.

- 15 *Chart 1645.*

**Anchorage.—Telegraph cables.**—The anchorage off the town extends from half a mile southward of the entrance to the harbour to 2 miles northward of it. Caution is necessary when anchoring as the coastal bank is very steep. A large vessel should anchor in depths  
20 of from 12 to 18 fathoms (21<sup>m</sup>9 to 32<sup>m</sup>9), mud, about three-quarters of a mile north-eastward of the citadel, situated at the northern end of the harbour. A vessel, may, however, anchor nearer the harbour, but the holding ground is not so good, the bottom being soft mud, and the anchor comes away when being weighed before the cable is  
25 up and down.

Several telegraph cables are landed about a mile southward of the harbour.

**Pilotage.**—Pilotage is compulsory for all foreign merchant vessels, also for foreign men-of-war other than light craft.

- 30 *Chart 1645, plan of Port Scio.*

**Port facilities.**—The town of Khíos, which is connected to the general telegraph system, surrounds the citadel.

There is a W/T station on Khíos island, *see* page 23.

There is a hospital in the town.

- 35 A very small quantity of coal can usually be obtained.

*Chart 1645.*

**Eastern side of Khíos strait.—Islands and dangers.**—Kumuthi shoals are a group of rocky patches, lying in the south-western approach to İldır körfezi, page 341, on a bank which extends northward of  
40 Üç burunlar, page 339, for about 1½ miles ; the shoals are steep-to on their western and northern sides. Toprak ada (Kumuthi islet) lies near the western edge of the shoals, about a mile north-westward of Üç burunlar, it is composed of red earth and loose stones. Some of the rocks on Kumuthi shoals are nearly awash, others have depths  
45 of less than 6 feet (1<sup>m</sup>8) over them, and others from 2 to 3 fathoms (3<sup>m</sup>7 to 5<sup>m</sup>5).

The depths westward and northward of Kumuthi shoals are so even that approach to them cannot be indicated by sounding.

- A vessel approaching the shoals should bring Pashá island light  
50 (*Lat. 38° 30' N., Long. 26° 19' E.*) to bear not less than 020°, and Paspargo light not more than 200°. Kızıl burun light, bearing not more than 164°, leads westward of the shoals ; and the southern extremes of Uzan adalar and Gönye adası, page 341, in line, bearing 082°, leads northward of the shoals.

*Chart 1645.*

Between Üç burunlar and Top burnu (Paramesa point), the south-western entrance point of Ildır körfezi, about  $1\frac{1}{2}$  miles eastward, there is an inlet, the bottom of which consists of mud.

Kara ada (Goni island), the largest of a group of islands lying in the north-western approach to Ildır körfezi, is situated nearly midway between Kumuthi shoals, on the south-western side, and the promontory of Kara dağ (Mavro Vuni), on the north-eastern side; between these and Kara ada there are channels in which the depths are considerable.

Uzun adalar (Makro islets), the two westernmost of the above-mentioned group, lie close together, with depths of from 9 to 28 fathoms ( $16^m5$  to  $51^m2$ ) between them and Kumuthi shoals. The depths in the passage, which is about 9 cables wide, between these islets and Kara ada, are considerable, but the passage is obstructed by an above-water rock lying about 3 cables off the south-western end of the latter island, and by other above-water rocks lying about half a mile eastward of the southern of the Uzun adalar.

Toprak ada (Meso islet) and Gönye or Balta adası (Platia islet), the two easternmost islets of the group, are connected by a reef; the depths in the passage, which is about 3 cables wide, between Toprak ada and Kara ada, are considerable; an above-water rock lies at the southern entrance of this passage, close south-westward of Toprak ada. The depths in the passage, which is about 6 cables wide, between Gönye adası and the promontory of Kara dağ, are considerable, and the passage is clear of dangers.

**Ildır körfezi.—Dangers.**—Ildır körfezi (Bay of Eritra) is entered between Top burnu (*Lat.*  $38^\circ 23' N.$ , *Long.*  $26^\circ 20' E.$ ), mentioned above, and Teke or Colak burnu (Mavro Vuni point), the southern extreme of the promontory of Kara dağ, about  $5\frac{1}{2}$  miles north-eastward. Its sides are indented and several islands and dangers lie offshore, the positions of which can best be seen on the chart.

Ilıcak körfezi is situated on the southern side of Ildır körfezi, between the northern extreme of a projection, situated 3 miles south-south-eastward of Top burnu, and Kalaytaş burun, the northern extreme of a peninsula extending northward from the coast, about 2 miles north-eastward; there is good anchorage for small vessels in Ilıcak körfezi, the bottom consisting apparently of sand and weed with rocky patches. Some above-water rocks lie close off Kalaytaş burun, and two detached 3-fathom ( $5^m5$ ) patches lie about  $2\frac{1}{2}$  and  $3\frac{1}{2}$  cables northward and north-eastward, respectively, of the same point; a 6-fathom ( $11^m0$ ) patch also lies about 8 cables north-north-eastward of Kalaytaş burun. There is a conspicuous hotel and some houses on the southern shore of Ilıcak körfezi.

On the north-eastern side of Ildır körfezi, the promontory of Kara dağ rises to an elevation of 1,044 feet ( $318^m2$ ). Gerence körfezi is entered between Teke burnu and Gönçe or Kiraz burnu (Keras point), the north-western extreme of a peninsula, about  $2\frac{3}{4}$  miles south-eastward. There are depths in which a vessel can anchor in the north-western portion of Gerence körfezi, and also in places off the coast south-eastward of the north-western portion. Trago rocks, above-water and closely surrounded by sunken rocks, lie three-quarters of a mile eastward of Teke burnu.

The ruins of the town of Ildır (Eritra) lie on the coast of the south-

*Chart 1645.*

eastern part of Ildır körfezi, about  $2\frac{3}{4}$  miles south-south-eastward of Gönce burnu. The town, which, in 1937, was practically uninhabited, is fronted by several islets and detached shoals.

5 See caution on page 344.

**Western side of the northern part of Khíos strait.**—The coast for a distance of about 4 miles northward of Khíos harbour, page 339, is fringed by a narrow bank, but, at a distance of about 3 cables offshore, the depths are considerable; between the northern termination of this bank and Cape Thólos (Pali), about  $5\frac{1}{2}$  miles northward of Khíos harbour, the coast is indented with small coves, and is steep-to.

*Chart 1568, plan of Spalmatori islands.*

Between Cape Thólos and Cape Áyios Isídhros (Sidero), which is low and rocky, about a mile north-westward, there are two inlets which  
15 are only suitable for small vessels. Áyios Stéfanos (St. Stephano), an islet, which is low and rocky, lies in the approach to these inlets, about half a mile south-eastward of Cape Áyios Isídhros.

Kolokithiá bay is entered between Cape Áyios Isídhros and Cape Palaiópirgos, about a mile north-north-eastward. A shallow spit  
20 extends offshore for about a cable close westward of Cape Áyios Isídhros, and there is a detached 6-fathom ( $11^m0$ ) patch about  $3\frac{1}{2}$  cables northward of the cape. The northern side of the bay, for a distance of from 3 to 7 cables westward of a point, situated about half a mile south-westward of Cape Palaiópirgos, is fringed by a shallow bank,  
25 half a cable wide, which is steep-to; an above-water rock lies on the edge of the western end of this bank, with this exception the northern side is steep-to and clear of dangers. A small stream flows into the sea, during winter, at the south-western corner of the bay. A green islet lies in the north-western corner of the bay, close off a point situated  
30 about a mile north-westward of Cape Áyios Isídhros (*Lat.  $38^\circ 29' N.$ , Long.  $26^\circ 09' E.$* ); there is a cove on each side of this point. The south-western of the two coves is shallow and muddy; the entrance to the north-eastern cove is about 2 cables wide, and a small vessel may anchor in it, in depths of from 6 to 15 fathoms ( $11^m0$  to  $27^m4$ ), with her  
35 stern secured to the shore. See view on plan.

The usual anchorage in Kolokithiá bay is off the valley in the south-western corner, where there are some houses, in depths of from 6 to 15 fathoms ( $11^m0$  to  $27^m4$ ), mud.

The coast of the western side of Khíos strait for about  $1\frac{3}{4}$  miles north-  
40 ward of Cape Palaiópirgos, is steep-to; thence to Cape Ayía Paraskeví, page 337, about 2 miles further northward, the coast is fringed by above-water and sunken rocks, which extend off Cape Kaminákia, situated about a mile southward of Cape Ayía Paraskeví, for the distance of about a cable. Between the two last-mentioned capes the  
45 coast is bold and cliffy.

Spalmatóri strait, about 9 cables wide between the reefs on either side, lies between Cape Kaminákia and the north-western end of Oinoúsa (Agnussi), an island, about a mile eastward. The depths in the fairway of this strait are considerable and it is clear of dangers.

50 Práso (Kio) islets, two in number, flat, and surrounded by shallow, rocky ground, which extends northward and southward of them for the distance of about a cable, lie in the south-eastern approach to Spalmatóri strait, about  $1\frac{1}{4}$  miles south-eastward of Cape Kaminákia, and three-quarters of a mile off the south-western side of Oinoúsa. A

*Chart 1568, plan of Spalmatori islands.*

rock, awash, closely surrounded by a shallow bank, lies  $5\frac{1}{2}$  cables south-eastward of the southern Práso islet and 3 cables off the western coast of Oinoúsa.

**Lights.**—A light is exhibited, at an elevation of 55 feet (16<sup>m</sup>8), 5 from a white iron tower with a concrete base, on the northern of the Práso islets.

The light exhibited on Stróvilos, an islet which lies close north-eastward of Cape Ayía Paraskeví, is described on page 337.

**Oinoúsai islands.**—This group, consisting of two islands and 10 a number of islets, lies at the northern end of Khíos strait. See view on plan.

Oinoúsa, previously mentioned, 555 feet (169<sup>m</sup>2) high towards its western end, is the largest and westernmost of the group. Beacon peak, situated about a mile from the south-eastern extreme of the island, is 478 feet (145<sup>m</sup>7) high. The north-western part of the island is bold, but a reef, which fringes the western side, extends  $1\frac{1}{2}$  cables northward of the north-western extremity.

Mandráki (Lat.  $38^{\circ} 31' N.$ , Long.  $26^{\circ} 14' E.$ ), an islet, is the outermost of three low islets situated on a bank extending half a mile south-eastward from the middle of the south-western side of Oinoúsa, and separated from the coast, and each other, by narrow, shallow passages. A shoal, over which there is a depth of  $4\frac{1}{2}$  fathoms (8<sup>m</sup>2), lies about a quarter of a mile south-eastward of Mandráki.

A rocky sunken patch lies 2 cables from the cliffy point which is the 25 termination of Beacon peak. Between this cliffy point and the south-eastern extreme of Oinoúsa, there are two small inlets.

*Chart 1568, plan of Ports Boghazi and Pasha.*

Pashá, an island, is separated from the eastern end of Oinoúsa by a narrow passage, in the fairway of which there are depths of 2 30 fathoms (3<sup>m</sup>7) leading into Bogázi bay, southward. The small bays on the south-eastern end of Oinoúsa, with those on the south-western side of Pashá, form Bogázi and Pashá bays, which are divided from one another by Pondikó, an islet, situated about three-quarters of a mile southward of the northern extreme of Pashá and connected to 35 the western side of that island by a narrow shoal, and Gaváthi, an islet, 150 feet (45<sup>m</sup>7) high, which lies south-westward of Pondikó separated by a narrow passage with depths of 4 fathoms (7<sup>m</sup>3) in the fairway.

Bogázi bay is the western and narrower of the two bays; the 40 entrance is about 3 cables wide between the western extreme of Gaváthi and the south-eastern extreme of Oinoúsa. Arkhondó (Arkondo), an islet, lies on the north-western side of the channel leading to the anchorage, about 3 cables north-westward of the northern extreme of Gaváthi. This channel is about  $1\frac{1}{2}$  cables wide between 45 the reef extending southward of Arkhondó and the shallow bank fringing the western side of Gaváthi.

Vátos, an island surrounded by a reef, is separated from the southern end of Pashá by a narrow passage, in the fairway of which there is a depth of 4 fathoms (7<sup>m</sup>3). An islet, one cable north-westward of 50 which there is a shoal with a depth of 2 fathoms (3<sup>m</sup>7) over it, lies on the coastal bank which extends off the western end of Vátos for about  $1\frac{1}{2}$  cables.

Pashá bay lies between the islands of Pashá and Vátos, on the

*Charts 1645, 2836b, 2158b, 449.*

*Chart 1568, plan of Ports Boghazi and Pasha.*

eastern side, and Gaváthi and Pondikó, on the western side. A reef, near the outer end of which there is an above-water rock, extends westward from the south-western end of Pashá for  $1\frac{1}{2}$  cables. The bay is open southward, the depths are irregular, and the bottom is rocky.

**Dangers.**—A shoal, over which there is a depth of  $4\frac{1}{2}$  fathoms ( $8^m7$ ), lies about 4 cables east-north-eastward of Cape Tourkos (Turko) (*Lat.*  $38^\circ 30' N.$ , *Long.*  $26^\circ 19' E.$ ), the south-eastern extreme of Pashá. A reef extends about a cable from the eastern extreme of Pashá, situated about 4 cables northward of Cape Tourkos.

**Light.**—A light is exhibited, at an elevation of 246 feet ( $75^m0$ ), from a white stone tower and white dwelling with a red roof, situated at the south-eastern end of Pashá.

15 *Chart 1568, plan of Ports Boghazi and Pasha, and plan of Spalmatori islands.*

**Caution.**—The soundings indicated on the plans not being in sufficient detail, caution must be exercised in approaching the coast of the Oinoussai islands.

20 **Anchorage.**—Anchorage is available during strong north-easterly winds in several places along the south-western side of the Oinoussai group. Small vessels, with local knowledge, find shelter from both north and south between Mandráki and the coast of Oinoussa, north-eastward.

25 The anchorage in Bogázi bay lies northward of Pondikó, in depths of from 10 to 12 fathoms ( $18^m3$  to  $21^m9$ ), sand, with better shelter than is afforded by Pashá bay.

The only available anchorage during a southerly wind, on the northern side of Oinoussa, for a steam vessel is eastward of the reef extending from the north-western extreme, on a coarse sandy bottom, but it would be necessary to leave directly any indication of a change in the direction of the wind took place. Elsewhere on this coast the depths are too great.

*Chart 1645.*

35 **Eastern side of the northern part of Khíos strait.**—This part of Khíos strait is formed by the western side of the Peninsula of Kara burnu. The coast of the peninsula is high and bold, nearly everywhere clear of dangers, except on its western side, with considerable depths at a short distance offshore. Ak (Boz) dağ, the summit of the peninsula, is 3,976 feet ( $1211^m9$ ) high. Sailing vessels should not approach the coast of the peninsula too near, as the wind may become light. See view on chart 1654.

40 **Caution.**—Vessels are prohibited from calling at any ports in Kara burnu peninsula, except Egri liman, page 345, and Port Saip, page 347, when the routes mentioned in the regulations on page 345 and 347, respectively, should be followed. Failure to comply with these regulations will involve prosecution.

**Coast.**—**Beacon.**—Rakos islets, two in number, lie about  $4\frac{1}{2}$  miles northward of Teke burnu, page 341, and 3 cables offshore; there is a depth of 6 fathoms ( $11^m0$ ) about 2 cables south-westward of the islets.

A shoal, over which there is a depth of 2 fathoms ( $3^m7$ ), lies close offshore about a quarter of a mile south-eastward of the eastern and larger of the Rakos islets.

*Charts 2836b, 2158b, 449.*

*Chart 1568, plan of Port Egri-liman.*

From a point on the mainland eastward of Rakos islets, a narrow, cliffy peninsula extends  $1\frac{1}{2}$  miles northward, parallel with the coast; the peninsula is 108 feet (32<sup>m</sup>9) high at its northern end. The beacon, formerly on the northern end of this peninsula, was reported, in 1928, to be non-existent. Üç (Utch) adalar, a group of three islets and some above-water rocks, lie on a bank, which is steep-to, extending 3 cables from a rocky point situated 7 cables south-south-westward of the northern extreme of the peninsula. A shoal, over which there is a depth of  $2\frac{1}{2}$  fathoms (4<sup>m</sup>6), lies about  $1\frac{1}{2}$  cables north-westward of the northern extreme of the peninsula. 5 10

Egri liman channel is the passage between Üç adalar and Pashá, page 343. This channel is clear of dangers, except the  $4\frac{1}{2}$ -fathom (8<sup>m</sup>7) shoal, situated 4 cables east-north-eastward of Cape Tourkos, page 344, and the 6-fathom (11<sup>m</sup>0) patch, situated 2 cables south-westward of the Rakos islets, and the depths in the fairway are considerable. 15

Egri liman, a narrow inlet, 2 cables wide at its entrance, and open northward, lies eastward of the above-mentioned peninsula. A shallow mud flat extends for about half a mile from the head of the port. Small vessels, with local knowledge, can seek shelter in the port. 20

*Chart 1645.*

Deniz giren (Garen cove) is a small indentation lying about  $1\frac{1}{2}$  miles northward of the entrance to Egri liman. Garen rocks, above-water, with a sunken rock close outside them, and a depth of 3 fathoms (5<sup>m</sup>5) just beyond, extend about a quarter of a mile westward from the projection which forms the southern side of the cove. Two sunken rocks also lie about 3 cables west-south-westward and south-westward, respectively, from the southern extreme of this projection. About half a mile northward of Garen rocks, there is a sunken rock lying about a quarter of a mile offshore. All these rocks are steep-to; Kara dağ, page 341, bearing 151°, and open westward of the peninsula forming the western side of Egri liman, leads south-westward of these dangers. 30 35

Kara burnu, the north-western extreme of the peninsula of the same name, which can be distinguished by its steep, dark cliffs, lies about 6 miles northward of Deniz giren. There are some above-water rocks, lying close offshore, within a distance of  $1\frac{1}{2}$  miles south-westward of the cape. 40

Khíos strait is entered from northward between Kara burnu and Cape Ayía Paraskeví, page 337.

**Light.**—A light (*Lat.* 38° 40' N., *Long.* 26° 23' E.) is exhibited, at an elevation of 450 feet (137<sup>m</sup>2), from a white circular tower and dwelling, 44 feet (13<sup>m</sup>4) in height, on Kara burnu. 45

**Regulations.**—Vessels proceeding to Egri liman from northward must approach from a position in lat. 38° 36' N., long. 26° 19' E.; from southward, the port must be approached from a position in lat. 38° 29' N., long. 26° 19' E.

**Northern coast of Kara burnu peninsula.**—Kömür burnu (Kumur point) lies about  $2\frac{1}{2}$  miles east-north-eastward of Kara burnu; between Kömür burnu and a point about 6 cables eastward there is a steep cliff which forms the northern extreme of Kara burnu peninsula. Between the point at the eastern end of the cliffs and 50



*Chart 1645.*

Kanlı kaya burnu (Kinlu point), about 2½ miles east-south-eastward, there is a bight.

- İZMİR KÖRFEZİ.—General description.**—The entrance to  
 5 İzmir körfezi (Gulf of Smyrna) lies between Kanlı kaya burnu, mentioned above, and Arslan or Aslan burnu (Cape Hydra), about 13 miles east-north-eastward. At a distance of 22 miles south-south-eastward of its entrance, the gulf trends in an easterly direction to the anchorage off the city of İzmir; the channel in the latter portion is contracted.  
 10 The depths in the gulf gradually decrease towards its head, and temporary anchorage will be found, in case of necessity, all over the upper part.

- The coasts of the gulf are different in character, the south-western rising steeply to high mountainous land, whilst a large portion of  
 15 the north-eastern coast is low, broken by the entrances to lagoons, and backed by a plain. The southern coast is backed by high hills, and several islands lie off this coast.

**Regulations.**—Navigation is prohibited in İzmir körfezi by night.

- Vessels having first communicated with Uzun ada signal station  
 20 (*Lat. 38° 32' N., Long. 26° 44' E.*), and established their nationality and character, may enter the gulf, passing eastward of Uzun ada, Hekim adası, Yassica ada and Pınarlı, from one hour to half an hour before sunrise to from half an hour to one hour after sunset according to the time of the year; to indicate the intervals before sunrise and  
 25 after sunset a red cone is hoisted, apex up, on the northern yardarm of the signal station from the commencement of the interval before sunrise and is hauled down at sunrise; it is hoisted again at sunset and is hauled down again when the interval after sunset has expired.

- Vessels are warned that they may be fired at should they attempt  
 30 to enter the gulf at times contrary to those described above.

During mist, snow, fog or other adverse conditions vessels may not enter the gulf.

- Vessels are prohibited from calling at ports on the coast of Asia Minor between Sıçan adası in Lebedos liman, page 329, and Uzun  
 35 avlı koyu, page 362, except as follows:—

- (a) The port of İzmir.
- (b) The anchorage off Kılazomen adası, for quarantine inspection.
- (c) Urla iskelesi, on the southern side of İzmir körfezi, and the salt pans at Tuzla (Touzla), on the eastern side of the gulf,  
 40 which vessels are permitted to visit between 1st August and 1st January for the purpose of loading salt, provided no cargo is discharged and no member of the vessel's crew landed.
- (d) Port Saip, page 347.
- (e) Egri liman, page 345.

- 45 **Coast.**—On the western side of the gulf, Kanlı kaya burnu is bold, dark, bluff, and steep-to. The remarkable Peak of Mimas, in the form of a sugar loaf and 1,724 feet (525<sup>m</sup>5) high, lies 1½ miles southward of the point; it rises from the northern part of the chain of mountains which extends along Kara burnu peninsula from southward; the  
 50 peak is visible from all directions. *See view facing page 354.*

*Chart 1645, plan of Port Sahib.*

Between Kanlı kaya burnu and Tuzla burun, about a mile south-eastward, the coast is cliffy and steep-to, but a rocky bank extends

*Chart 1645, plan of Port Sahib.*

off the latter point for about  $1\frac{1}{2}$  cables. Between Tuzla burun and Fener (Fanar) burun, about  $1\frac{1}{2}$  miles south-eastward, the coast is fringed by a shallow, rocky bank which is as much as a cable wide in places. Fener burun projects a short distance northward from the mainland and, about 3 cables southward of the point, there is a hill, 299 feet (91<sup>m</sup>1) high. 5

Büyük Saip (Sahib), an islet, 168 feet (51<sup>m</sup>2) high and sloping gently towards its north-eastern extreme, where it is bold and steep-to, lies about  $3\frac{1}{2}$  cables northward of Fener burun (*Lat.*  $38^{\circ} 39' N.$ , *Long.*  $26^{\circ} 32' E.$ ); at the south-western end of the islet there is a steep white cliff. With the exception of the north-western part, Büyük Saip is fringed by a narrow, shallow bank, and sunken rocks extend for a distance of three-quarters of a cable from its south-western extreme; a rocky shoal, with a least depth of one fathom 15 (1<sup>m</sup>8), lies 2 cables north-westward of the south-western extreme of the islet, with depths of from 6 to 10 fathoms (11<sup>m</sup>0 to 18<sup>m</sup>3) in the narrow passage between.

Küçük Saip, an islet, fringed by a narrow bank, lies with its north-western extreme about 2 cables north-eastward of Fener burun; 20 there is a depth of  $4\frac{1}{2}$  fathoms (8<sup>m</sup>2) in the narrow channel between this islet and the mainland.

Port Saip (Sahib) is formed by Fener burun and Büyük Saip; the depths in the port are from 10 to 20 fathoms (18<sup>m</sup>3 to 36<sup>m</sup>6), mud. It is open north-eastward and is only suitable for small vessels. The 25 port is subject to sudden and strong gusts of wind off the land, but vessels find shelter during south-easterly winds; it is not, however, much frequented. At the head of the bay westward of Fener burun, there is a village. The town of Kara burun lies a short distance southward of the head of this bay. 30

A vessel entering the port southward of Büyük Saip, should keep 2 cables offshore in a depth of not less than 6 fathoms (11<sup>m</sup>0) until inside the port. There are no dangers between the coastal banks fringing Büyük Saip and Küçük Saip.

**Regulations.**—Vessels proceeding to Port Saip from northward 35 must approach from a position in lat.  $38^{\circ} 42' N.$ , long.  $26^{\circ} 31' E.$ , whence a direct course may be steered; from southward, a position in lat.  $38^{\circ} 35' N.$ , long.  $26^{\circ} 44' E.$  must be reached before a direct course can be steered for the port.

Vessels leaving the port must follow the same track as in approach- 40 ing, according to which way they are bound.

*Chart 1645.*

**Coast.**—On the eastern side of the gulf, Arslan burnu, page 346, is the bold termination of elevated land which, 3 miles south-south-eastward, is 1,245 feet (379<sup>m</sup>5) high; the cape is steep-to. Kart 45 dere burnu (Kartera), an islet, close westward of which there are some above-water and sunken rocks, lies about half a mile south-westward of Arslan burnu and close offshore.

*Chart 1566.*

Hayırsız ada (Iersis) is situated about  $2\frac{1}{2}$  miles south-westward 50 of Arslan burnu and  $8\frac{1}{2}$  cables offshore, with an above-water rock about half a cable westward of its central part. A bank, with depths of less than 5 fathoms (9<sup>m</sup>1) over it, extends south-westward from the southern extreme of the islet for  $1\frac{1}{2}$  cables and southward for 2 cables,

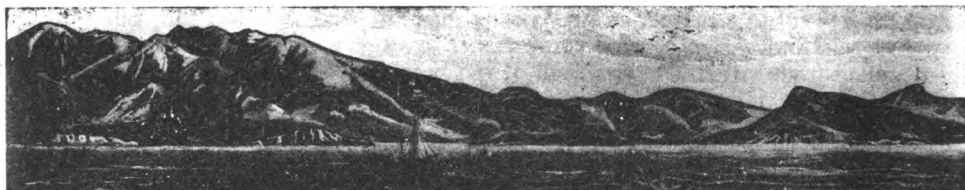
*Chart 1566.*

and a narrow spit, with a depth of one fathom (1<sup>m</sup>8) near its outer end, and with depths of 5 and 6 fathoms (9<sup>m</sup>1 and 11<sup>m</sup>0) close outside it, extends 1½ cables eastward from the same extreme.

- 5 Orak adası (Drepano) lies with its north-western end southward of Hayırsız ada, separated by a passage, about 3 cables wide between a sunken rock lying close off the former island and the bank which extends from the southern end of Hayırsız ada. The western end of Orak adası is connected to the mainland by a shallow bank, about a quarter
- 10 of a mile wide, near the middle of which there is a flat islet; eastward of this islet there is a narrow channel, leading from northward, over the bank, in the fairway of which there are depths of 2 fathoms (3<sup>m</sup>7). A low sandspit projects south-eastward from the southern extreme of Orak adası for a distance of 4 cables.
- 15 Metelik adası (Peta) lies about three-quarters of a mile eastward of the northern extreme of Orak adası (*Lat. 38° 42' N., Long. 26° 44' E.*), connected to a point on the mainland, about 1½ cables south-eastward, by a shallow bank; this bank extends half a cable westward and one cable southward of the islet.
- 20 There are depths of from 8 to 12 fathoms (14<sup>m</sup>6 to 21<sup>m</sup>9), mud, north-eastward of Orak adası, in which a vessel, with local knowledge, might anchor, sheltered from south-westward.

**Eski Foça harbour.—Caution.**—Eski Foça (Foujes) harbour,

*North Wedge. South Wedge.*



*Orak adası.*

*Entrance to North  
harbour.*

*Deve burnu,  
bearing about 110°, 6 miles.*

*Approach to Eski Foça harbour, from 5 miles westward.  
(Original dated about 1835.)*

comprising North and South harbours, lies between Orak adası and the

25 headland of Deve (Dava) burnu, about 2 miles southward.

Owing to the imperfect nature of the survey, chart 1566 must be used with caution.

- The two harbours are separated midway by a tongue of land half a mile long, close off the end of which there is an islet with a ruined fort
- 30 on it. Sagır or İncir adası (Saint Georgio) lies about a cable westward of the last-mentioned islet, connected to it by a bank, over which there is a depth of 1½ fathoms (2<sup>m</sup>7). Oğlak ada, which is moderately elevated, lies about a mile north-north-westward of Deve burnu, and is separated from Sagır adası by a channel, 1½ cables wide between
- 35 the shallow banks on either side, in the fairway of which there are depths of from 7 to 9 fathoms (12<sup>m</sup>8 to 16<sup>m</sup>5). *See view.*

Deve burnu is a small, dark, cliffy peninsula, 112 feet (34<sup>m</sup>1) high; it appears like an island, and is connected to the coast by a low sandy isthmus.

- 40 The northern part of North harbour lies eastward of the spit extending

*Charts 1645, 2836b, 2158b, 449.*

*Chart 1566.*

from the southern extreme of Orak adası. The entrance to this part is about  $2\frac{1}{2}$  cables wide between the south-eastern end of the spit and the coastal bank extending from the mainland eastward. Within the entrance, this part of the harbour, with the exception of the edge of the spit, which is moderately steep-to, is fringed by a bank with depths of less than 3 fathoms ( $5^m5$ ) over it, which is as much as  $2\frac{1}{2}$  cables wide on the eastern side. In the southern part of North harbour there are depths of from 5 to 14 fathoms ( $9^m1$  to  $25^m6$ ), mud. 5

A vessel entering North harbour may pass on either side of Oğlak ada; in mid-channel between the island and the shallow bank extending half a cable from the spit, north-eastward, there is a depth of 17 fathoms ( $31^m1$ ). 10

South harbour is entered between a point, on which there are the ruins of a Venetian fort, situated about a mile north-eastward of Deve burnu, and the southern end of Sagır adası north-westward; the entrance is about 3 cables wide between the coastal banks on either side. Within the entrance, the bottom consists of soft mud which is reported not to hold well in the strong south-easterly gales which blow out of the gulf and come over the high land in violent gusts. On the southern side of South harbour there are two bays, separated by Deirmen burnu, situated about half a mile east-north-eastward of the south-eastern entrance point of the harbour. The shores of the eastern bay are fringed by a narrow, shallow bank; it is well sheltered, and vessels, with local knowledge, may anchor in this bay in a depth of 10 fathoms ( $18^m3$ ), sand and mud, or secure to the shore. The town of Eski Foça (Foujes) is situated on the eastern side of this bay. 20

**Lights.**—A light (*Lat.*  $38^\circ 41' N.$ , *Long.*  $26^\circ 44' E.$ ) is exhibited, at an elevation of 82 feet ( $25^m0$ ), from a white iron framework structure, situated on the western end of Oğlak ada. 25

A light is exhibited, at an elevation of 65 feet ( $19^m8$ ), on Deirmen burnu. 30

*Chart 1645.*

**Coast.**—On the western side of the gulf, Ak burun or Dirsek burnu, close off which there is a sunken rock, lies about  $3\frac{1}{2}$  miles south-eastward of Fener burun, page 347. 35

*Chart 1566.*

On the eastern side of the gulf there is a small bay on the eastern side of the southern part of Deve burnu, page 348; the bottom of this bay consists of mud. 40

*Chart 1645.*

North Wedge, a hill, 845 feet ( $257^m6$ ) high, stands about 2 miles eastward of Deve burnu.

Hacılar (Haji) limanı, which is open south-westward, is entered between a point situated about  $1\frac{1}{2}$  miles south-south-eastward of Deve burnu, and a point about half a mile further south-south-eastward. The northern entrance point is steep-to, but from the southern entrance point, a reef extends about a cable in the direction of the northern entrance point; about half a mile north-eastward of the southern entrance point, another reef extends a short distance offshore. 50

Merminci (Merminji) burun, lying about  $2\frac{1}{2}$  miles south-south-eastward of Deve burnu, is the termination of elevated land; a shallow spit extends about a cable south-westward from this cape. South Wedge, a hill, 1,030 feet ( $313^m9$ ) high, stands about  $1\frac{1}{2}$  miles north-

*Chart 1645.*

eastward of Merminci burun. Both North and South Wedge are conspicuous. See view on page 348.

Venedik kayaları (Merminji rocks), a dangerous reef, parts of which are 2 feet (0<sup>m</sup>6) high, lies from 5 to 6½ cables north-westward of Merminci burun. The reef is steep-to, but there is a 3-fathom (5<sup>m</sup>5) patch lying between it and the cape, about 4 cables west-north-westward of the latter. The western extreme of Oğlak ada, bearing 347°, well open westward of Deve burnu, leads westward of Venedik kayaları. About a mile eastward of Merminci burun there is a projection with an above-water rock about a cable off it; eastward of the projection there is a small bay.

Anchorage, with good shelter and holding ground during northerly and north-easterly winds, will be found about a mile south-eastward of Merminci burun; depths of less than 5 fathoms (9<sup>m</sup>1) extend about half a mile offshore in this vicinity.

Kır deniz (Aggria bay), which is shallow is entered between a point about 3½ miles east-south-eastward of Merminci burun and Kuş burun, about a mile farther south-eastward. A narrow tongue of land, on which there are some buildings, extends about 1½ miles southward of Kuş burun; thence the coast, which is low and broken by entrances to lagoons, trends south-westward for about 1½ miles to Zargana burnu. A bank, with depths of less than 5 fathoms (9<sup>m</sup>1) over it, extends about 2 miles westward of the southern end of this narrow tongue.

On the western side of İzmir körfezi, Ardiç burnu (Artez point) is situated about 5 miles south-eastward of Ak burun, page 349.

**Off-lying island.**—Uzun ada (Chustan or Long island), 627 feet (191<sup>m</sup>1) high, lies nearly midway between the eastern and western sides of İzmir körfezi; the coast of the island is slightly indented and is fringed by a narrow shallow bank. There are passages on both sides of the island and also between it and the mainland southward.

**Passage westward of Uzun ada.**—This passage is entered from northward between Ardiç burnu, mentioned above, and İsa Reis burun (Chustan point), the northern extreme of Uzan ada, about 3½ miles east-north-eastward. On the eastern side of the passage, İsa Reis burun (*Lat.* 38° 33' N., *Long.* 26° 43' E.) is a narrow tongue of moderate height, and steep-to; an islet lies close off the coast about a mile southward of the point. About a mile further southward there is a small bay in which a vessel, drawing 20 feet (6<sup>m</sup>1), can anchor at a distance of about 2 cables offshore.

On the western side of the passage, between Ardiç burnu and Kum burnu (Cape Aspro), about 4 miles southward, the coast is fringed by a shallow bank, which is as much as 3 cables wide off the eastern side of the last-mentioned cape.

The passage is entered from southward between Kum burnu and Şat burun, the south-western extreme of Uzun ada, about 2½ miles east-north-eastward. A shoal, on which there is an islet and some rocks, awash, near its extremity, extends south-westward from Şat burun for about 3½ cables. A detached 6-fathom (11<sup>m</sup>0) patch lies about a mile south-south-westward of the same point.

The central part of the passage is clear of dangers, but the coast on either side should not be approached too closely, especially at the southern end.

Gülbahçe körfezi (Gulf of Gul-Baghche), page 351, is entered between

*Chart 1645.*

Kum burnu and Karataş, burun, on the mainland, about  $3\frac{1}{2}$  miles south-eastward.

**Passage southward of Uzun ada.—Dangers.**—This passage is entered, from westward, between Şat burun and Karataş burun; there is a 5-fathom ( $9^m1$ ) rocky patch midway between the entrance points. On the northern side of the passage, there is a bay on the south-western side of Uzun ada, between Şat burun and Çam burun, about  $1\frac{1}{2}$  miles south-eastward. A rocky shoal, with a depth of 4 fathoms ( $7^m3$ ) over its outer end, extends about half a mile from the north-eastern side of the bay. A shoal, with a depth of  $4\frac{1}{2}$  fathoms ( $8^m2$ ) over its outer end, extends about half a mile south-eastward of Çam burun.

A shoal, over which there is a depth of  $2\frac{1}{2}$  fathoms ( $4^m1$ ), hard sand and stones, lies in the fairway of the passage about half a mile north-westward of İnce burun, situated on the southern side of the passage about 6 cables eastward of Karataş burun.

The north-eastern sides of Pınarlı and İncirli ada, bearing  $126^\circ$ , leads south-westward of this shoal and also the 5-fathom ( $9^m1$ ) rocky patch north-westward of it, previously mentioned. The southern extreme of Yılanlı ada in line with the southern extreme of Hekim ada, bearing  $122^\circ$ , leads north-eastward of the shoal and the rocky patch. The eastern extreme of the small peninsula in the north-western part of Urla road in line with the point about 2 miles north-westward of it, bearing  $154^\circ$ , leads eastward of the shoal.

The passage southward of Uzun ada is entered from eastward between Kireç burun, the south-eastern extreme of Uzun ada, and İnce burun (*Lat.*  $38^\circ 26' N.$  *Long.*  $26^\circ 44' E.$ ),  $1\frac{1}{2}$  miles south-south-westward.

**Gülbahçe körfezi.**—The entrance to this gulf is described on page 350; its eastern side is formed by a promontory which extends northward from the southern side of İzmir körfezi. Between Karataş burun, the eastern entrance point, and Tuzla burun, about 5 miles south-south-westward, the eastern side of the gulf is fringed by a narrow, shallow bank. About  $1\frac{1}{2}$  miles northward of Tuzla burun, depths of less than 5 fathoms ( $9^m1$ ) extend half a mile offshore and a detached 2-fathom ( $3^m7$ ) patch lies  $1\frac{1}{2}$  miles northward of Tuzla burun and 4 cables offshore. A detached 4-fathom ( $7^m3$ ) patch lies about half a mile north-westward of Tuzla burun and 3 cables offshore.

Southward of Tuzla burun both sides of the gulf are fringed by a shallow bank, the extent of which can best be seen on the chart; Yılan adası (Hermo), on which there are some trees, lies on a detached shallow bank situated near the middle, from one to  $1\frac{1}{2}$  miles from the head of the gulf.

During northerly winds, vessels sometimes anchor under Kum burnu, in depths of from 10 to 15 fathoms ( $18^m3$  to  $27^m4$ ). Vessels proceeding to this anchorage should give the eastern part of Kum burnu a wide berth. Vessels in the vicinity should be prepared for the, occasionally heavy, squalls from the high land.

**Passage eastward of Uzun ada.**—This passage is entered from northward between İsa Reis burun and Zargana burnu, about 6 miles eastward.

*Charts 1645 and 1522.*

On the eastern side of the passage, between Zargana burnu and

*Charts 2836b, 2158b, 449.*

*Charts 1645 and 1522.*

Çalı burnu, about  $8\frac{1}{2}$  miles south-eastward, there is a bight, the coast of which is broken in places by the entrances to some lagoons. There are also salt pans along the coast backed by extensive plains which are flooded in winter. Tuzla (Touzla), a village where there is a landing place, is situated at the head of the bight, about 3 miles northward of Çalı burnu. A bank, with depths of less than 5 fathoms ( $9^m1$ ) over it, extends from the shores of this bight; this bank is about 2 miles wide off Tuzla, and about one mile wide off Çalı burnu. Vessels passing 10 Çalı burnu should not approach within a depth of 10 fathoms ( $18^m3$ ), as the depths decrease suddenly to 3 fathoms ( $5^m5$ ) towards the coast at a distance of one cable from that depth. Peak of Mimas, page 346, bearing  $304^\circ$  and seen between the two northern peaks of Uzun ada, leads south-westward of the shallow bank extending from Çalı burnu. 15 See view facing page 354.

*Chart 1645.*

On the western side of the passage eastward of Uzun ada, there is a bay between a point, situated about  $2\frac{1}{2}$  miles south-south-eastward of İsa Reis burun, and Kılınç burun (Long point), about  $1\frac{1}{2}$  miles further south-south-eastward. At Köy limanı, situated in the northern part of this bay, there is a jetty with a depth of 2 fathoms ( $3^m7$ ) alongside. Vessels drawing 20 feet ( $6^m1$ ) can anchor at a distance of 2 cables from the head of the jetty.

Kılınç burun is a cliffy projection of a greyish colour and over it 25 there is a peaked hill of similar appearance; there is anchorage, affording good shelter, with good holding ground, close northward of this point.

Hekim ada (Kilsali), 370 feet ( $112^m8$ ) high at its southern end, lies, at the south-western end of the passage, south-eastward of Uzun 30 ada, from which it is separated by a channel about 7 cables wide between the shallow banks on either side; in the fairway of this channel the depths are considerable. The coast of Hekim ada is fringed by a narrow, shallow bank, and depths of less than 5 fathoms ( $9^m1$ ) extend from places on the western and south-eastern sides for about  $2\frac{1}{2}$  cables. 35 **Danger.**—Kılınç burun kayaları (Tribune rock), over which there is a depth of 2 fathoms ( $3^m7$ ) with depths of 5 fathoms ( $9^m1$ ) close westward and south-westward, lies  $4\frac{1}{2}$  cables northward of Kılınç burun. The northern extreme of Yassica ada, bearing  $157^\circ$ , well open eastward of Hekim ada, leads eastward of Kılınç burun kayaları, but 40 a better mark is to keep nearly the whole of Yassica ada open.

**Light.—Signal station.**—A light (Lat.  $38^\circ 32' N.$ , Long.  $26^\circ 44' E.$ ) is exhibited, at an elevation of 164 feet ( $50^m0$ ), from a white iron framework structure, situated on the north-eastern side of Uzun ada, about a mile south-eastward of its northern extreme.

45 There is a signal station at the lighthouse.

**Regulations.**—Vessels proceeding to the anchorage off Tuzla, page 346, must approach from a position  $2\frac{1}{2}$  miles  $090^\circ$  from the northern extreme of Hekim ada.

*Chart 1617.*

50 **Urla harbour.**—Urla (Vourlah) harbour lies, on the eastern side of the promontory forming the eastern side of Gülbahçe körfezi, page 351, between the small promontory, previously mentioned, situated  $2\frac{1}{2}$  miles south-south-eastward of İnce burun, page 351, and the north-eastern extreme of Kılazomen (Clazomenæ) adası, about 2 miles further

*Chart 1617.*

south-eastward. Between the entrance points of the harbour, there are two bays, divided from one another, about midway, by a projection.

Urla road, the bottom of which consists of mud and weed, is situated 5 off the northern of the two bays; this bay is shallow and depths of less than 3 fathoms (5<sup>m</sup>5) extend off the entrance points for about a cable. Çiçek adaları (Marathussæ), a group of islands and islets, lie in the north-eastern approach to Urla road, southward of Hekim ada. Yılanlı (Yilani) ada, the north-easternmost of the group, with 10 another islet close north-westward of it, lies about 1½ miles south-eastward of the southern extreme of Hekim ada; Yassica (Yilanejah) ada lies about 3 cables southward of Yılanlı ada, and Pınarlı (Penaarli), about half a mile further south-south-westward. Akca or Nergiz (Akjadah) ada lies about half-a-mile west-south-westward of Yılanlı 15 ada, and İncirli (Yasajah) ada about half a mile further south-westward. Each of these islands is surrounded by a shallow bank, the extent of which can best be seen on the chart, but there are passages between them which, in some cases, are narrow.

İncirli ada, 89 feet (27<sup>m</sup>1) high, is connected with the small peninsula 20 on the mainland, situated 8 cables south-westward of it, by a bank over which there are depths of less than 10 fathoms (18<sup>m</sup>3) and on which there is a 3-fathom (5<sup>m</sup>5) patch lying 2 cables south-westward of the southern extreme of the island, and a shoal, with a least depth of 4 fathoms (7<sup>m</sup>3) over it, situated 3½ cables eastward of the peninsula. 25 Two islets lie north-westward of the northern extreme of the island, the outer one at a distance of 2 cables, and some rocks, awash, from 1½ to 1½ cables westward of the north-western extreme of the island.

Kilazomen adası is connected with the mainland by the remains 30 of an ancient breakwater, 2½ cables long, close eastward of which, and parallel with it, there is a modern breakwater having three arches under it, through the southernmost of which there is a boat passage. Kilazomen adası is surrounded by a shallow bank from half a cable to 1½ cables wide, on which there are a number of sunken rocks, the bank 35 being widest on the western side.

About the middle of the western side of the islet there is a small basin, called Quarantine port, entered through an opening in the coastal bank about half a cable wide, and in which there is a depth of 5 fathoms (9<sup>m</sup>1); a sunken rock lies on each side of the entrance to this basin, 40 and, on its northern side, there are the remains of an ancient mole.

İncirli (Injerli), an islet, lies on a shallow bank situated from one to 2½ cables north-north-westward of the northern end of Kilazomen adası (Lat. 38° 23' N., Long. 26° 48' E.).

Kilazomen adası and the breakwater southward of it, together with 45 İncirli, shelter the south-eastern of the above-mentioned two bays from eastward; the depths in this bay are irregular and two 3-fathom (5<sup>m</sup>5) patches lie 2½ and 4 cables, respectively, north-westward of the southern extreme of Kilazomen adası.

Urla iskelesi, the landing place for the town of Urla, which lies 2½ miles 50 southward, is situated at the head of the last-mentioned bay.

Kilazomen adası is connected to the general telegraph system.

**Caution.**—As some of the soundings on chart 1617 have been enlarged from a smaller scale, extra caution must be used.

*Charts 1645, 2836b, 2158b, 449.*



*Chart 1617.*

**Quarantine.**—The quarantine station for the Port of İzmir is situated on Kılazomen adası.

**Regulations.**—Vessels proceeding to the anchorage off Kılazomen 5 adası or Urla, except those from İzmir, who may go direct, must approach from a position 3 miles 075° of the northern extreme of Yassica ada, thence from southward of Pınarlı.

**Directions.**—These directions must be read in conjunction with the regulations given on page 346 and above.

- 10 The safest passage to Urla road is eastward of Çiçek adaları, and between Pınarlı and the islet of İncirli (*Lat.* 38° 23' N., *Long.* 26° 48' E.), passing 2 cables southward of Pınarlı. This channel, between the bank, with less than 5 fathoms (9<sup>m</sup>1) over it, extending one cable southward of Pınarlı and the bank, with less than 10 fathoms (18<sup>m</sup>3) 15 over it, extending half a cable northward of İncirli, is 6 cables wide, with depths of from 10 to 14 fathoms (18<sup>m</sup>3 to 25<sup>m</sup>6). A vessel mooring in Urla road should have open hawse northward.

*Chart 1522.*

- İzmir harbour and approach.**—On the southern side of the 20 approach to İzmir harbour, between Kılazomen adası and Yeni Kale, which stands on a low projecting point, about 11 miles east-north-eastward, the coast is clear of dangers and may be approached to a reasonable distance. The coast is backed by high hills, and, about 2 miles inland and 4 miles south-westward of Yeni Kale, there are 25 two conspicuous peaks of a mountain, half a mile apart and 2,864 and 2,922 feet (872<sup>m</sup>9 and 890<sup>m</sup>6) high, respectively.

- On the northern side of the approach, for a distance of about 2 miles eastward of Çalı burnu and 2 miles further north-eastward, the coast is low, broken, and marshy; thence to Karşıyaka (Cordaleo), a large 30 village on the coast, about 5 miles further eastward, the coast becomes more defined. Shallow banks extend off this stretch of coast; a detached patch, with a depth of 4 fathoms (7<sup>m</sup>3) over it, with a similar patch, having a depth of 3½ fathoms (6<sup>m</sup>4) over it, about 3 cables east-north-eastward of it, lies southward of the coastal bank, about 35 1½ miles south-eastward of Çalı burnu and a mile offshore. Northward of Yeni Kale, depths of less than 2 fathoms (3<sup>m</sup>7) extend about 2 miles from the northern shore, leaving a channel, page 355, about 3 cables wide between the banks on either side. Off Karşıyaka the bank is narrow.

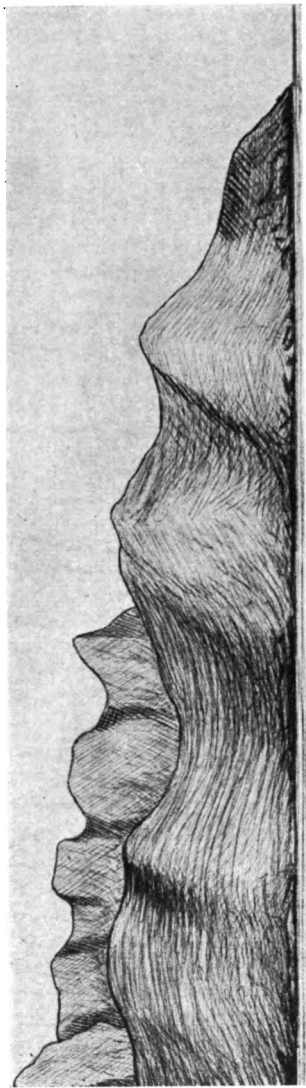
- 40 Peak of Mimas, page 346, bearing 304°, and seen between the two northern peaks of Uzun ada, leads close south-westward of the bank off Çalı burnu, *see* view facing this page. The northern extreme of the point on which stands Yeni Kale in line with a remarkable sharp hill, east-north-eastward of İzmir, bearing 079°, leads southward of 45 the detached patches, previously mentioned. *See* view A on chart 1522 and also view D on chart 1645.

- On the southern side of İzmir harbour, Çakal (Jackal) burnu (*Lat.* 38° 25' N., *Long.* 27° 04' E.), the termination of a narrow spit extending in a north-north-westerly direction, lies 2 miles eastward of 50 Yeni Kale. A detached 4-fathom (7<sup>m</sup>3) patch lies about three-quarters of a mile eastward of Yeni Kale and 4 cables offshore. Depths of less than 5 fathoms (9<sup>m</sup>1) extend 1½ cables northward of Çakal burnu.

Göztepe (Keos Tepeli) bay, with a village of the same name at its

*Charts 1645, 2836b, 2158b, 449.*

*Mimas peak.*



*Uzun ada.*

Mimas peak between two northern peaks of Uzun ada, bearing  $304^{\circ}$ , leads close south-westward of the bank off Çalı burnu.  
(Original dated 1877.)



*Chart 1522.*

head, lies between Çakal burnu and a point, situated about 2½ miles eastward. Güzelyalı, with the mouth of Güzelyalı deresi (Yeferaki river) close westward, is situated on the southern shore of the bay, about 1½ miles south-eastward of Çakal burnu, and the suburb of Kalifatia lies along the south-eastern shore. 5

The city of İzmir extends along the coast from the eastern entrance point of Göztepe bay to Darağaç burnu, about 3 miles north-eastward. İc liman, page 358, is situated from one to 1½ miles south-westward of Darağaç burnu. 10

On the northern side of İzmir harbour, there are several landing piers and some bath houses at Karşıyaka, page 354; there is also a pier used by the ferry service. Eastward of the village there are some factories with tall chimneys and Naldöken, where there is a jetty, is situated about a mile north-eastward of it. 15

The head of the harbour lies between Karşıyaka and Darağaç burnu.

**Depths.**—In the approach to İzmir harbour the depths in mid-channel, southward of the banks extending from the northern shore, are considerable; as Yeni Kale is approached they gradually decrease, and a depth of 6 fathoms (11<sup>m</sup>0) will be found at a distance of about three-quarters of a mile eastward of Yeni Kale. The depths gradually increase again to about 11 fathoms (20<sup>m</sup>1) abreast Kalifatia, whence they gradually decrease towards the head of the harbour, where depths of less than 5 fathoms (9<sup>m</sup>1) extend about 2 miles offshore. 20

**Channel.**—The channel into the harbour northward of Yeni Kale is partly blocked by sunken ships, but there is a clear passage, running in a 072° direction, with a least depth of 7 fathoms (12<sup>m</sup>8), with its centre line passing about 2½ cables from Yeni Kale. It was reported, in 1931, that there was insufficient room between the light-buoys marking this channel for vessels to pass one another. 30

**Buoyage.**—**Caution.**—A cylindrical light-buoy, painted white and exhibiting a *white flashing* light *every five seconds*, is moored southward of the banks extending from the northern shore, about 3 miles westward of Yeni Kale. A vessel should pass southward of this light-buoy.

The channel northward of Yeni Kale is marked by two light-buoys on its northern side and one light-buoy on its southern side. The north-western light-buoy, painted green, exhibits a *green flashing* light, and the north-eastern, painted red, a *red flashing* light, having, in each case, a short flash *every ten seconds*; the southern light-buoy, painted black, exhibits a *white flashing* light, having a short flash *every five seconds*. These light-buoys are liable to be washed away. 40

A black conical buoy with a topmark marks the south-eastern edge of the shallow bank extending from the northern side of the harbour.

A red conical buoy with a topmark marks the northern edge of the shallow bank extending from Çakal burnu (*Lat. 38° 25' N., Long. 27° 04' E.*), on the southern side of the harbour. 45

**Pilots.**—Pilot boats are usually to be found in the vicinity of the light-buoy moored 3 miles westward of Yeni Kale. No person other than those holding a certificate of qualification from the Turkish government have any authority to practise as pilots. 50

Pilotage is compulsory for vessels of over 150 tons, either entering İc liman or going alongside.

Pilot vessels exhibit the lights and display the signals as prescribed in the Regulations for Preventing Collisions at Sea.

*Chart 1522.*

Pilots may board vessels before pratique has been granted. A ladder must be provided, for the use of the pilot, on the lee side of the vessel and be suitably illuminated at night.

- 5 Vessels wishing to enter İç liman should stop one mile from its entrance and obtain a pilot. It was reported, in 1933, that vessels requiring a pilot, tug or other assistance should make the request by visual signals; sound signals must not be used.

**Sea level.**—At İzmir the sea level rises with a southerly wind and 10 falls with a northerly wind, the level varying 3 or  $3\frac{1}{2}$  feet ( $0^m9$  or  $1^m1$ ), but at Khfos and adjacent places it varies only 2 feet ( $0^m6$ ).

**Regulations.**—The port of İzmir (Smyrna) comprises the space eastward of a line joining Güzelyah and Sas burnu (*Lat.*  $38^{\circ} 28' N.$ , *Long.*  $27^{\circ} 06' E.$ ), about  $1\frac{1}{2}$  miles north-westward of Karşıyaka.

- 15 The port is divided into three parts, the outer, middle, and inner ports.

The outer port is the space contained between the line described above and that which joins Karşıyaka and Salhane,  $2\frac{1}{2}$  miles southward.

- The middle port is the space eastward of the eastern limit of the outer 20 port, to the line which joins the northern entrance to İç liman to the jetty at Naldöken.

The inner port is the space which lies eastward of the eastern limit of the middle port. The jetty is considered to be in the inner port.

- Vessels may anchor in Göztepe bay, situated in the outer port, 25 without previous permission, but, having anchored, the vessel's position must be reported, immediately, to the Harbour authority. When there is no room to anchor in the middle or inner ports, vessels should anchor in the outer port and wait their turn.

- Vessels must not anchor in the port without the authority and in- 30 structions of the Harbour authority, except in Göztepe bay, or go alongside.

Anchorage is prohibited on the telephone cable, the position of which is indicated on the chart. The cable is marked at each landing place by a black board with a white, inverted, anchor on it.

- 35 Vessels anchoring, except in Göztepe bay, or going alongside, without permission, will be subject to the provisions laid down by the Turkish Government, and, if they do not change berth, when ordered to do so, will be moved by the Harbour authority.

Vessels are forbidden to anchor near tunny nets or fish ponds.

- 40 Inflammable materials are divided into three categories:—

First category:—Explosive materials.

Second category:—Materials with a flash point of, or below,  $140^{\circ}$ .

Third category:—Materials which ignite, with difficulty, at a temperature of more than  $140^{\circ}$ .

- 45 The following inflammable materials are included in the first category:—Melinite, picric acid, gunpowder, nitro-glycerine, dynamite, gun cotton, fulminate of mercury and similar materials.

- The second category includes:—Alcohol, paraffin, petrol, all the products of petroleum, turpentine, calcium carbide and all similar 50 materials.

The third category includes:—Fuel oil, matches and similar materials.

Vessels with a cargo of explosives, of the first category, must not enter, in any circumstances whatever, the middle or inner ports, but

*Chart 1522.*

must anchor in Göztepe bay, in the outer port, at a distance of at least 300 metres (984 feet) from the shore.

Vessels with a cargo of inflammable materials of the second category must anchor in the place allotted to them in the inner port, at the same distance from the shore. 5

Vessels burning fuel oil, but without a cargo of it, are not included in the inflammable materials regulations.

Vessels having a cargo of products contained in the first and second categories, must show, from the time of their entry in the port until their cargo is discharged, the flags and lights as laid down in the International Code of Signals. 10

The trans-shipment of explosive and inflammable materials is not allowed except in the anchorages set apart for the purpose.

The embarkation, disembarkation and trans-shipment of explosives and inflammable materials must be done between the hours of sunrise and sunset. 15

Navigation in the port is subject to the Regulations for Preventing Collisions at Sea.

Vessels which enter the port, must, when crossing eastward over the western limit, display the national (Turkish) flag, their company flag, and their ship's number. Every vessel which enters the port must have an anchor ready to let go. 20

Steam and motor vessels under way in İç liman must navigate at a speed that will not disturb boats moored to the jetty. 25

Vessels and boats incapable of manoeuvring, such as diving boats, &c., must show a basket during the day and exhibit a *white* light at night.

Boats engaged in fishing with nets, &c., must exhibit a second *white* light in the direction of their gear, at a least distance of 5 feet (1<sup>m</sup>5) in the horizontal plane, and 7 feet (2<sup>m</sup>1) in the vertical direction, from the first light. 30

Vessels and boats whether stationary, or under way, must show the lights and signals as prescribed in the Regulations for Preventing Collisions at Sea. 35

Only vessels anchored in the outer port may change berth without previous permission from the Harbour authority. Any vessel compelled to change berth must report to the Harbour authority and state the reason.

Refuse, &c., must not be thrown overboard in İç liman, nor in certain other places as defined by the Harbour authority. If there is urgent necessity to discharge refuse, &c., boats must be hired for the purpose to take it to places ordered by the Harbour authority. 40

Care must be taken to prevent refuse, &c., from falling into the water while discharging. 45

Fuel oil, etc., must not be ejected into the port.

It is forbidden to make unnecessary noise, or discharge firearms, of any description, in the port.

All vessels entering or leaving İç liman must do so by the northern entrance (*Lat. 38° 26' N., Long. 27° 08' E.*). 50

A green flag by day on the eastern side of the entrance and a *green flashing* light by night, indicates that the passage is free to incoming vessels. A red flag indicates that a vessel is leaving the port and that the incoming vessel must wait outside.

*Chart 1522.*

A *red fixed* light is exhibited by night on the western side of the entrance to indicate that the passage is free to outgoing vessels and prohibited to incoming vessels.

- 5 A pilot boat, displaying a white pendant, with a red anchor on it, will instruct vessels where to moor and will assist in securing the hawsers.

Vessels entering the basins must not have alongside, or in tow, any craft other than that of the pilot.

- 10 The sanitary, customs and police visits, to vessels from foreign ports, are made in the middle port, before the entry of the vessel into *İç liman*. In bad weather these visits may be made on the entry of the vessel on the northern side of the jetty.

- 15 Smoke must not be made in the port, and fires must not be stoked heavily, by a vessel leaving the port until the western limit of the middle port is cleared.

Vessels wishing to leave after sunset must obtain permission from the Harbour authority.

*Chart 1522, plan of Smyrna.*

- 20 **İç liman.**—**Lights.**—*İç liman* or *İzmir mandireği* (Port Abri), page 355, situated abreast the city of İzmir, is formed by a detached breakwater, a mole at the northern end and the customs house pier near the southern end. There is a quay, with depths of 3 fathoms (5<sup>m</sup>5) alongside it, on the eastern side of the port. This quay extends  
25 beyond the port north-eastward as far as *Darağaç burnu* (*Lat.* 38° 27' N., *Long.* 27° 09' E.); a shallow bank, which is half a cable wide at its northern end, fringes the latter portion of the quay. The customs house pier projects in a north-westerly direction, leaving a passage between its outer end and the coal depôt on the detached  
30 breakwater, 130 feet (39<sup>m</sup>6) wide, in the fairway of which there are depths of 4 fathoms (7<sup>m</sup>3). The mole forming the northern side of the port, extends towards the northern end of the breakwater, leaving a passage between about 255 feet (77<sup>m</sup>7) wide, in the fairway of which there is a depth of 5½ fathoms (10<sup>m</sup>5). The Port and Health offices are  
35 situated on the northern mole.

The usual berth for men-of-war is under the northern mole and parallel with it, with anchors ahead near the breakwater and stern hawsers to the quay. The holding ground is not very good.

- 40 A light is exhibited occasionally from a wooden post on each side of the northern entrance to *İç liman*.

**Regulations.**—See page 356.

- İzmir.**—The city of İzmir (Smyrna) is built on the southern side, near the eastern end, of the harbour, at the foot of Mount Pagus, on the summit of which are the walls of a ruined castle situated about  
45 1¼ miles southward of *Darağaç burnu*.

The population, in 1935, numbered 170,959.

- Piers.**—There is a small pier on the western side of *Darağaç burnu* and a railway pier, with an arm extending in a north-easterly direction, on the eastern side of the same point; there is a depth of 28 feet (8<sup>m</sup>5)  
50 at the end of the railway pier and vessels, drawing 24 feet (7<sup>m</sup>3), load alongside the arm.

**Consular officers.**—British Consular officers reside at İzmir.

**Quarantine.**—Vessels arriving with a foul bill of health, or unprovided with a bill of health, are subject to quarantine which is performed

*Chart 1522, plan of Smyrna.*

at Urla road. Passengers are disembarked at the lazaretto on Kılazomen adası.

**Trade.**—The principal exports, in 1920, were sultanas, figs, tobacco, carpets, valonia, cotton, opium, olive oil, liquorice root and barley. 5  
The principal imports were, manufactured cotton, woollen, and wooden goods; motor cars and lorries; machinery, iron, tinware and glassware; various oils, wheat, flour, potatoes, sugar, and coffee; paper and cardboard; coal, cement; potash, &c.

**Shipping.**—During 1938, 647 steam vessels, with a total tonnage 10  
of 1,015,157 entered the Port of İzmir; of these 87 were British, with a total tonnage of 127,427.

**Port facilities.**—Minor repairs to ships and machinery can be executed. At one of the wharves there are cranes with lifting capacities of 5 and 2½ tons. One floating crane is also available. 15

There are five slipways, suitable for small vessels only, at Alaybey, situated on the north-western shore of the head of the harbour, about 1½ miles north-westward of Darağaç burnu. For details of the largest patent slip, see Appendix I, page 417.

There is a French hospital at İzmir to which British seamen have 20  
been admitted.

**Communications.**—There is steamer communication with the Piraiévs and the principal ports and islands in the Aegean sea.

İzmir is connected to the Turkish railway system and to the general telegraph system; the town is also in telephonic communication with 25  
İstanbul.

**Supplies.**—A small quantity of coal is kept in stock. Coaling is performed by baskets and bags at the coal depôt on the detached breakwater, where there is a depth of 24 feet (7<sup>m</sup>3) alongside, and at the railway pier from tips. 30

Vessels anchored outside the breakwater experience difficulty in coaling during strong winds, which occasionally blow, when all communication with the shore is stopped.

A moderate quantity of fuel oil is kept in stock.

Fresh provisions are plentiful. Drinking and boiler water is supplied by hose from the quay. 35

*Chart 1645.*

**Directions for İzmir körfezi.**—These directions should be read in conjunction with the regulations given on pages 346 and 356.

There is no difficulty in the navigation of the gulf, the leading marks 40  
being clearly distinguishable.

A vessel should keep along the eastern side of Uzun ada, at the distance of one or 1½ miles, taking care to keep well clear of the shallow bank extending from the low coast on the eastern side of the gulf abreast Uzun ada. When abreast Hekim ada, a vessel should steer 45  
for the two conspicuous peaks situated 4 miles south-westward of Yeni Kale, page 354, and keep close along the southern shore which is all steep-to. The banks extending from the northern shore should be avoided as directed on pages 352 and 354.

*Chart 1522.*

When about 2 miles westward of Yeni Kale, a vessel should edge 50  
northward and steer to pass between the light-buoys marking the channel northward of Yeni Kale (*Lat. 38° 25' N., Long. 27° 01' E.*) on a 072° course, see page 355; then she should haul southward and



*Chart 1552.*

pass southward of the black conical buoy with a topmark, mentioned on page 355, and northward of the buoy off Çakal burnu, whence course may be shaped for the anchorage off the town.

<sup>6</sup> *Chart 1645.*

Sailing vessels generally enter with a fair wind, and should endeavour to be at the entrance before noon so as to get the first of the sea breeze, which, if strong, will carry them to the anchorage. Should the wind be from south-west, after passing Uzun ada, they should not keep  
<sup>10</sup> away too soon, as the wind will draw off the hills from south, and from south-east, on nearing Yeni Kale (*Lat. 38° 25' N., Long. 27° 01' E.*).

*Charts 2836b, 2158b, 449.*

## CHAPTER X

COAST OF TURKEY IN ASIA AND IN EUROPE FROM ARSLAN  
BURNU TO MERİÇ NEHRİ, WITH THE ADJACENT ISLANDS,  
INCLUDING LÍMNOS.

*Chart 1902.*

**ÇANDARLI KÖRFEZİ.**—Çandarlı körfezi (Gulf of Sandarli) is entered between Arslan burnu, page 346, and Cape Mal-tepeh, a bold headland, about 13 miles north-north-eastward. Its shores are indented with bays, some of which are separated by bold headlands; some parts of the shores are low and marshy. The town from which the gulf derives its name is situated on a tongue of land projecting from the northern shore.

**Southern side of entrance to the gulf.**—**Caution.**—Between Arslan burnu (*Lat. 38° 45' N., Long. 26° 45' E.*) and Yıldırım kaya burnu (Cape Chemali), about 4 miles east-north-eastward, the coast is bold and steep-to. Sera nisi lies about a mile eastward of Arslan burnu and close offshore, with sunken rocks between it and the coast. Çanak (Chanakia) limanı, an inlet, is entered between Ak burun (Makra Punda), situated about  $1\frac{1}{2}$  miles eastward of Arslan burnu, and Ak burun (Soja kavo), about a mile further north-eastward. A shoal, with a depth of  $4\frac{1}{2}$  fathoms ( $8^m2$ ) over it, extends about a cable northward of Yıldırım kaya burnu.

Between Ramazan burnu (Aspro Kavo), situated about 4 cables east-south-eastward of Yıldırım kaya burnu, and Yeşil burun (Asko Petra), about  $1\frac{1}{2}$  miles further east-south-eastward, there is a bight. About the middle of the western side of this bight, there is a projection between which and Ramazan burnu the coast is fringed by a shallow bank about a quarter of a mile wide. Burun ucu (Xero Punda), a shoal over which there is a depth of only one foot ( $0^m3$ ), lies about 2 cables north-eastward of the projection. Between the projection and Yeşil burun, the shore of the bight is fringed by a shallow bank about 2 cables wide. The town of Yeni foça (Foggia Nova or Naes Foyes) is situated at the head of the bight.

The bight is open northward, but as there is not much fetch and the holding ground is good, there is no danger in anchoring here. Vessels entering should keep a moderate distance from the eastern shore, and anchor in a depth of 8 or 9 fathoms ( $14^m6$  or  $16^m5$ ), mud and weed, about 4 cables off Yeni foça. See regulations, page 346, with reference to vessels not being permitted to call at ports on the coast of Asia

*Charts 1645, 2836b, 2158b, 449.*

*Chart 1902.*

Minor between Sıçan adası, in Lebedos liman, and Uzun avlı koyu.

Uzun avlı koyu (Urzun Avli) is entered between a point, situated about 3 cables north-eastward of Yeşil burun, and Karaca doğan 5 or Taşlı (Karaja Dagan) burun, about  $2\frac{1}{4}$  miles further east-north-eastward. Three above-water rocks lie on a shoal which extends westward from Karaca doğan burun for about 3 cables. Namrud (Namurt) limanı is entered between Karaca doğan burun and a point about a mile north-eastward; the shores of this bay are fringed by 10 a shallow, rocky bank, about 2 cables wide. The ruins of ancient *Cyme* are situated on the eastern side of Namrud limanı.

Üç köşe or Ilıca burnu (Cape Utch-keucheh), about  $3\frac{1}{4}$  miles northward of Karaca doğan burun, is the termination of a bold cliffy tongue of land with a sunken rock, which is steep-to, lying close off it.

15 **Northern side of entrance to gulf.**—Cape Mal-tepeh (*Lat.*  $38^{\circ} 57' N.$ , *Long.*  $26^{\circ} 49' E.$ ), page 361, is the western termination of Kara dağ, 2,562 feet (780<sup>m</sup>9) high, which stands about 3 miles inland; the cape is fringed by above-water and sunken rocks. Çınarlı (Chinarin) burnu lies about  $1\frac{1}{4}$  miles south-eastward of Cape Mal-tepeh; the coast off Çınarlı burnu, and for a distance of about 6 cables 20 eastward of it, is fringed by a shallow, rocky bank about 2 cables wide.

Narlı Dereh, a bight, lies between Çınarlı burnu and Kemikli (Chinarlı) burnu, about 2 miles south-eastward; a narrow, shallow bank, which is steep-to fringes Kemikli burnu.

25 An island and some islets lie in the approach to Narlı Dereh. İki (Eki) Kardeşler, the two northernmost islets, lie about half a mile westward of Çınarlı burnu; these islets are close together and surrounded by a narrow, shallow bank, between which and the bank extending from Çınarlı burnu, the passage is about  $3\frac{1}{4}$  cables wide 30 and the depths in it are considerable.

Mardalıç adası or Kız kulesi ada (Tzorzi Kalessi), on which there is a ruined tower, lies with its north-western extreme about three-quarters of a mile south-westward of Çınarlı burnu; on the western side of this island there is a cove in which there is an islet, connected 35 to the head of the bay by a shallow bank. Northward of the bay, the western side of the island is fringed by rocks. A shoal, with a depth of  $2\frac{1}{4}$  fathoms (5<sup>m</sup>0) over it, extends a cable off the north-eastern side of the island, about 2 cables westward of its eastern extreme, which latter is rounded and cliffy.

40 Kermen (Kormen) adası, the southernmost islet, lies about three-quarters of a mile south-westward of Kemikli burnu; a bank, over which there is a depth of 4 fathoms (7<sup>m</sup>3), extends about 2 cables westward from the northern extreme of Kermen adası. Shoal water was reported, in 1919, between Mardalıç adası and Kermen adası, 45 and a shoal, the position of which is doubtful, was also reported, about half a mile southward of the latter islet.

**Inner part of gulf.**—**Islands.**—The inner part of Çandarlı körfezi is entered between Kemikli burnu and Üç köşe burnu, mentioned above. Five barren islets which, with the exception of İkizler ada, are steep-to, 50 lie in the entrance to this part of the gulf. Tavşan adası (Plati), the southernmost of these islets, lies about  $1\frac{1}{4}$  miles north-north-westward of Üç köşe burnu; Küçük ada (Mikra) lies about half a mile northward, and Prasa adası lies, with its southern extreme, about the same distance north-eastward, of Tavşan adası. İkizler ada, the two

*Chart 1902.*

northernmost islets, lie about  $1\frac{1}{2}$  miles north-north-eastward of Prasa adası, and 2 miles off the northern side of the gulf; they are close together and situated on a rocky shoal, with depths of less than 5 fathoms ( $9^m1$ ) over it, which extends a cable westward and south- 5 westward of the islets. A detached 4-fathom ( $7^m3$ ) patch lies about  $1\frac{1}{2}$  cables further south-westward. The north-eastern islet is steep-to except at its western end.

The coast on the northern side of the gulf between Kemikli burnu and the southern extreme of a tongue of land about  $3\frac{1}{2}$  miles east- 10 north-eastward, is indented; there are no dangers off this stretch of coast at a greater distance than 2 cables offshore.

On the southern side of the gulf, between Üç köşe burnu and Taşlı burun, about  $2\frac{1}{2}$  miles north-eastward, the coast is irregular, consisting of alternating cliffs and sandy beach, and is fringed by a shallow 15 bank on which there are above-water and sunken rocks, and which is as much as 2 cables wide in places; Taşlı ada lies on this bank about a mile south-westward of Taşlı burun.

*Chart 515.*

Ali ağa liman, which is open northward, is entered between Taşlı 20 burun and Tuzla burnu, about three-quarters of a mile south-eastward. Taşlı burun (*Lat.  $38^{\circ} 50' N.$ , Long.  $26^{\circ} 57' E.$* ) is a sharp projecting rocky point from which a shallow bank extends about  $1\frac{1}{2}$  cables. Tuzla burnu is low and marshy, and is fringed by a narrow, shallow bank. The southern and eastern sides of the bay are fringed by a 25 shallow bank, and detached 3-fathom ( $5^m5$ ) patches lie as much as half a mile from the head of the bay; the positions of these patches can best be seen on the chart. The anchorage, however, is spacious, in depths of from 5 to 14 fathoms ( $9^m1$  to  $25^m6$ ), sand and mud, and good holding ground. Agios Ioannis, an islet, lies on a reef in the south- 30 western part of the bay about  $1\frac{1}{2}$  miles southward of Taşlı burun and 2 cables offshore. See views on charts 515 and 1902.

Between Tuzla burnu and Kalabak hisarı (Assary), about a mile northward, the coast is fringed by a shallow bank as much as 2 cables wide in places. Between Kalabak hisarı and Değirmi or Kan tepe 35 (Mount Deirmi), a remarkable conical hill on the coast, about half a mile eastward, Guzelhisar (Guzel Assar) çay flows into the gulf; a shallow bank, which is steep-to, extends about a quarter of a mile northward from the mouth of this river and from the western base of Değirmi tepe. See view on chart 1902. 40

*Chart 1902.*

On the northern side of the gulf, Çandarlı harbour is entered between Karakok burun, situated about  $5\frac{1}{2}$  miles northward of Değirmi tepe, and the southern extreme of the tongue of land, previously mentioned, about three-quarters of a mile south-westward. Eski adası lies in 45 the entrance of the harbour leaving a narrow passage between it and the eastern entrance point, in the fairway of which there is a depth of  $5\frac{1}{2}$  fathoms ( $9^m6$ ). The main passage into the harbour lies westward of Eski adası. The town of Çandarlı or Mardaliç (Sandarlı) is situated on the tongue of land which forms the western side of the harbour. 50

Between Karakok burun and Kadirga (Katiga) burnu, about  $3\frac{1}{2}$  miles south-eastward, the coast is low, flat, marshy and fringed by a shallow bank about 2 cables wide. The mouth of the Bakır çay is situated about  $1\frac{1}{2}$  miles south-eastward of Karakok burun.

*Charts 1645, 1665, 2836b, 2158b, 449.*

*Chart 1902.*

On the southern side of the gulf, between Değirmi tepe and Burun ucu (Achmet ago chifik), about  $2\frac{1}{2}$  miles north-eastward, the coast is fringed by a shallow bank on which there are above-water and 5 sunken rocks, and which extends offshore as much as  $1\frac{1}{2}$  cables in places.

**Head of the gulf.**—The head of Çandarlı körfezi is entered between Burun ucu and Kadırğa burnu ; it is divided, about midway, into two bays by Çakran or Karga (Sakran) burnu. The entrance of 10 Temaşalık bucağı or Glimi limanı (Bektasat Sakan), the southern bay, is about  $1\frac{1}{2}$  miles wide. Boz burun or Eşek or Çakran adaları lie on the shallow bank which extends across the entrance of the bay. These two islets are connected by a reef, and there is a depth of only 3 feet (0<sup>m</sup>9) north-eastward of them. The greatest depth in the 15 trance is about  $1\frac{1}{2}$  fathoms (2<sup>m</sup>3), about midway between the south-western islet and Burun ucu. Within the entrance, the greater portion of the bay is shallow, with depths of less than 3 fathoms (5<sup>m</sup>5), but the central part is deeper.

Dema liman (Rema bay) is the northern of the two bays at the head 20 of the gulf ; its western side is low, flat and marshy, but on its eastern side, Danishment dağ (Mount Sakarkeya), situated about 4 miles north-eastward of Çakran burnu, rises to an elevation of 1,240 feet (377<sup>m</sup>9).

The inner part of Dema liman is very shallow. There is a pier and 25 a customs house, on the eastern side of the bay, about 2 miles north-north-eastward of Çakran burnu, and the town of Reşadiye (Elæa) lies about  $1\frac{1}{2}$  miles further northward.

The anchorage for small vessels is south-westward of the pier, in a depth of 5 or 6 fathoms (9<sup>m</sup>1 or 11<sup>m</sup>0), mud.

30 Sting rays are found in this bay.

*Chart 1665.*

**MITILÍNI STRAIT.**—**General description.**—Mitilíni (Mity'eni) strait lies between Lésvos (Mityleni), an island, on its south-western side, and the coast of the mainland, on its north-eastern side ; it is 35 entered from southward between Cape Mal-tepeh (*Lat.* 38° 57' N., *Long.* 26° 49' E.), page 361, and Cape Maléa (Zeitín), the south-eastern extreme of Lésvos, about  $9\frac{1}{2}$  miles north-westward. At its northern end, it is entered between Cape Kórakas (Skammia), the northern extreme of Lésvos, and the north-western extreme of 40 Maden adası (Pyrgo), the north-westernmost of a number of islands off-lying the mainland, about  $10\frac{1}{2}$  miles eastward. The narrowest part of the strait is near its northern end, between the north-easternmost of the Tokmákia group of islets, situated  $6\frac{1}{2}$  miles south-eastward of Cape Kórakas, and Yumurta ada (Eleos pulo), about  $3\frac{1}{2}$  miles 45 further eastward. The strait is deep and the only off-lying dangers are, Eleos rock, page 369, and a 34-foot (10<sup>m</sup>4) rocky patch, about 4 cables north-westward of Yumurta ada.

**Coast.**—On the eastern side of Mitilíni strait, between Cape Mal-tepeh and the entrance to South channel, which leads to Bademli 50 limanı, about  $2\frac{1}{2}$  miles northward, the coast is broken and irregular, but is steep-to and clear of dangers.

*Chart 1878, plan of Port Ajano.*

**Bademli limanı and approaches.**—Bademli limanı (Port Ajano),

*Charts 1665, 2836b, 2158b, 449.*

*Chart 1878, plan of Port Ajano.*

a narrow inlet, is entered between a point, about  $3\frac{1}{4}$  miles northward of Cape Mal-tepeh, and the coast, about  $3\frac{1}{2}$  cables south-eastward. The inner part of the port is shallow, but, in the outer part, there is an area, about 4 cables long and one cable broad, where there are depths of from 5 to 6 fathoms ( $9^m1$  to  $11^m0$ ). 5

Baston adaları (Cane or Ajano islands), two in number and united at their northern ends by a bank, with depths of from 2 to 4 feet ( $0^m6$  to  $1^m2$ ) over it, lie in the south-western approach to Bademli limanı. Kalbur ada (Makro nisi), the eastern island, forms with the coast of the mainland, South channel, a narrow passage leading into the port. Each side of South channel is fringed by a shallow bank but there are depths of from 5 to 10 fathoms ( $9^m1$  to  $18^m3$ ) in the fair-way. A shallow rocky bank extends from the southern end of Kalbur ada (*Lat.*  $39^\circ 00' N.$ , *Long.*  $26^\circ 49' E.$ ) for about three-quarters of a cable. The town of Ilıca (Aluja), with some ancient ruins and hot springs close southward, is situated on the mainland abreast the southern part of Kalbur ada. Garip ada, the western of Baston adaları, lies about 3 cables westward of Kalbur ada; its western side is clear of danger at a distance of half a cable offshore. 10 15 20

Nikolo rocks, a group of three above-water rocks lying on a shallow bank which extends a quarter of a mile eastward of them, are situated in the north-western approach to Bademli limanı, about 6 cables northward of Garip ada and the same distance offshore. A shoal, with a least depth of  $3\frac{1}{2}$  fathoms ( $6^m4$ ) over it, lies about 3 cables east-north-eastward of the northern extreme of Nikolo rocks. 25

North channel, which leads into Bademli limanı northward of Baston adaları, is entered between Nikolo rocks and Garip ada; between the shallow bank extending from the northern end of Kalbur ada and a similar bank extending from the north-western entrance point of Bademli limanı, the channel is restricted to a width of about three-quarters of a cable, with a least depth of  $3\frac{1}{2}$  fathoms ( $5^m9$ ). 30

*Chart 1665.*

**Coast.**—Kabakum bay, which is entered, on the eastern side of the strait, between Cift kale (Ovreo Kastro), situated  $1\frac{1}{4}$  miles north-north-eastward of the north-western entrance point of Bademli limanı, and a point, about  $7\frac{1}{4}$  miles north-north-westward, affords shelter from southerly and easterly winds. The port of Dikili, which is connected to the general telegraph system, lies at the head of this bay; there is a Health office here at which Bills of Health must be shown. 35 40

*Charts 1664 and 381.*

On the south-western side of Mitilini strait, the coast in the vicinity of Cape Maléa, page 364, is bold, but a spit, over which there is a depth of 3 fathoms ( $5^m5$ ), extends  $1\frac{1}{2}$  cables south-eastward from the coast close to the cape, and should be given a wide berth; an above-water rock lies on this spit close south-eastward of the lighthouse.

Between Cape Maléa and the town of Mitilini, about 6 miles north-north-westward, the coast is bold; in 1923, it was reported that depths of  $2\frac{1}{2}$  fathoms ( $5^m0$ ) extended  $2\frac{1}{2}$  cables off this stretch of coast in places, from northward of Cape Maléa to a point about half a mile southward of the town of Mitilini. A mountain, 1,740 feet ( $530^m3$ ) high, is situated about  $3\frac{1}{2}$  miles north-westward of Cape Maléa and  $1\frac{1}{2}$  miles inland. 50

*Charts 1665, 2836b, 2158b, 449.*

*Charts 1664 and 381.*

**Light.**—A light (*Lat.* 39° 01' N., *Long.* 26° 37' E.) is exhibited, at an elevation of 164 feet (50<sup>m</sup>0), from a beacon on Cape Maléa.

*Chart 381.*

5 **Town of Mitilíni.**—This town, the capital of Lésvos, is situated on a small peninsula, on both the northern and southern sides of which there is a small port. The citadel lies on the northern side of the peninsula, eastward of the town. The hillsides for some distance around the town are covered with villas and orchards.

10 The population of the town, in 1928, was 27,870.

The cemetery chapel, which is a white building with a tower, situated about a quarter of a mile southward of the town, is the most conspicuous object when approaching the anchorage.

North port, called by the Greeks Vório limín, on the northern side  
15 of the above-mentioned peninsula, is more commodious than South port, called by the Greeks Notiό limín, on the southern side. There are depths of 7 fathoms (12<sup>m</sup>8) in the entrance of North port, sand and weed, decreasing to 2 fathoms (3<sup>m</sup>7), mud, at a distance of three-quarters of a cable from the head; the port is partly sheltered by a  
20 breakwater composed of partially submerged boulders, projecting north-westward from the north-eastern bastion of the citadel; at the extremity of the breakwater there is a stone pillar, 15 feet (4<sup>m</sup>6) high. On the western side of the entrance, a mole, which is awash, extends in an east-north-easterly direction. There is a quay on the  
25 western side of the port which is fringed with sunken rocks, which lie on a narrow, shallow bank; foul ground extends south-westward of the breakwater on the eastern side of the port for a distance of as much as three-quarters of a cable; the foreshore, at the head of the port, consists of gravel.

30 The north-eastern and south-eastern sides of the peninsula between the two ports is fringed by a bank, with depths of less than 5 fathoms (9<sup>m</sup>1) over it, which is as much as a cable wide in places.

South port is the better harbour for small vessels and is more frequented; the entrance lies between the head of a mole extending  
35 eastward from the coast and a buoy moored close south-westward of the south-western extreme of the quay constructed south-eastward of the town. A breakwater extends, in a south-south-easterly direction, from the south-eastern extreme of the above-mentioned quay; the southern end of this breakwater, for a length of about a cable,  
40 is submerged. A conspicuous granite tower, 50 feet (15<sup>m</sup>2) high, stands on the quay near the root of the breakwater.

**Lights.**—**Light-buoy.**—A light (*Lat.* 39° 07' N., *Long.* 26° 35' E.) is exhibited, at an elevation of 99 feet (30<sup>m</sup>2), from a mast on a white house, situated on the point eastward of the citadel between North  
45 and South ports.

A light is exhibited, at an elevation of 23 feet (7<sup>m</sup>0), from a mast on a white house with a red roof, on the outer end of the southern mole at South port.

A light is exhibited, at an elevation of 23 feet (7<sup>m</sup>0), from a mast  
50 on a white house with a red roof, situated on the quay at the north-eastern entrance of South port.

The outer end of the breakwater to South port is marked by a light-buoy, exhibiting a *green flashing* light.

*Charts 1665, 2836b, 2158b, 449.*

*Chart 381.*

Mariners must pass southward and westward of the light-buoy, the light of which is not conspicuous owing to the lights of the town.

**Anchoragees.**—The anchorage off the town is in a depth of about 10 fathoms (18<sup>m</sup>3), sand and weed, with the southern mole head of South port bearing between 282° and 295°, and the lighthouse eastward of the citadel bearing 000°, or if necessary, farther out. The holding ground is only moderately good, and easterly winds cause a heavy sea. This anchorage and that in Kabakum bay, page 365, on the mainland opposite, are suitable for sailing vessels, according as the wind is westward or eastward of south, when unable to work up İzmir körfezi. 5 10

A vessel, with local knowledge, can anchor, in a depth of about 5 fathoms (9<sup>m</sup>1), about 1½ cables westward of the southern breakwater.

**Communications.**—The town of Mitilíni is connected to the general telegraph system. 15

There is occasional steamer communication with Thessaloníki, and there is regular air communication with Brindisi and İstanbul.

**Port facilities.—Supplies.**—A moderate quantity of coal is kept in stock at Sígrión, page 380. 20

A small quantity of fuel oil is available in the island.

A limited quantity of fresh provisions can be obtained.

Water is laid on to the quays and can be supplied to vessels at anchor in lighters.

Lighters are available. 25

**Consular officer.**—A British Consular officer is stationed at Mitilíni.

*Chart 1665.*

**Coast.**—Between the town of Mitilíni and the southern entrance point of Mákris Yialós (Makri) bay, about 11½ miles north-north-westward, the depths off the western side of Mitilíni strait, at a distance of half a mile, are considerable. Pámfilon, an islet, lies, close offshore, about 3 miles northward of the town of Mitilíni, and Therml (Kidonia), an islet, is situated about 2½ miles further north-north-westward; the latter is connected to the coast by a ridge about half a mile wide, over which there are depths of from 3½ to 5 fathoms (6<sup>m</sup>4 to 9<sup>m</sup>1). 30 35

Mistegnó (Mestagna) bay, the entrance of which is about 3½ cables wide, is situated about 7 miles north-north-westward of the town of Mitilíni; Kidhónia (*Lat.* 39° 14' N., *Long.* 26° 28' E.), an islet, lies close offshore, about 2 miles further north-north-westward.

On the eastern side of Mitilíni strait, Kurbağa or Kum burnu (Sun point), a sandy tongue, projects in a north-westerly direction from the coast, about 3 miles north-westward of the northern entrance point of Kabakum bay, page 365. Between the two last-mentioned points, a bank, with depths of less than 5 fathoms (9<sup>m</sup>1) over it, extends offshore as much as 1½ miles. It was reported, in 1916, that Kurbağa burnu extended considerably further westward than indicated on the chart. 40 45

*Charts 1672, plan of Aivali bay and Mosko islands, and 1665.*

Tatlı su körfezi (Sun bay) is entered between Kurbağa burnu and Tuz burnu, the south-western extreme of a hilly peninsula, about 6 miles north-westward. This bay affords shelter from northerly and easterly winds in depths of from 8 to 18 fathoms (14<sup>m</sup>6 to 32<sup>m</sup>9), mud. A shallow bank, with depths of less than 5 fathoms (9<sup>m</sup>1) over it, extends from the eastern shore of Tatlı su körfezi; this bank 50



*Charts 1672, plan of Aivali bay and Mosko islands, and 1665.*

was reported, in 1916, to have extended from half a mile to one mile farther offshore than indicated on the chart.

Altınova limanı (Ayasmata bay), with a depth of 4 fathoms (7<sup>m</sup>3) at its entrance, but shallow within, lies in the southern part of Tath su körfezi; Altınova village lies about 2 miles north-eastward of the bay.

A telegraph cable from the town of Mitilíni is landed at Aspro point, situated on the northern side of Tath su körfezi, about 4½ miles eastward of Tuz burnu; vessels should avoid anchoring near it.

Tuz burnu is precipitous, and of a whitish colour, the only cliffs in the vicinity presenting such an appearance.

*Chart 1665.*

On the western side of Mitilíni strait, Cape Tokmák (Tomari), the north-eastern extreme of Lésvos, lies about 9 miles north-westward of Tuz burnu. The former is a cliffy headland, from the southern part of which a rocky spit, with a depth of 2½ fathoms (4<sup>m</sup>6) over it, extends eastward for about half a mile.

Makrís Yialós bay, in which there are depths suitable for anchoring, is situated between Cape Tokmák and a point, previously mentioned, about 4½ miles south-south-westward (*Lat. 39° 15' N., Long. 26° 25' E.*). Érimo, an islet, lies in the southern part of Makrís Yialós bay, about half a mile north-north-eastward of the southern entrance point; a reef, on which there is an above-water rock, extends about 1½ cables from the south-western side of this islet.

Tokmákia (Tomari), a group of four islets and some above-water rocks, lie in the north-eastern approach to Makrís Yialós bay, from about 1½ to 2½ miles southward of Cape Tokmák. Between the northern islets and the outer end of a reef of above-water and sunken rocks, connected to the coast west-north-westward, there is a narrow passage, in the fairway of which there are depths of 12 fathoms (21<sup>m</sup>9).

**Danger.**—A rock, the depth over which is not known, was reported, in 1895, to exist 9 cables west-south-westward of the southern extreme of Aspró islet, the southernmost of the Tokmákia group.

*Chart 1672, plan of Aivali bay and Mosko islands.*

**Eastern side of the northern part of Mitilíni strait.—Islands and dangers.**—A large number of islands, islets, and rocks lie off the coast of the mainland on the eastern side of the northern part of Mitilíni strait between Tuz burnu, page 367, and Boz burun (Cape Kara Tepeh), about 13 miles north-eastward.

Çıplak or Sarmısak ada (Gymno), 174 feet (53<sup>m</sup>0) high, lies, with Ali burnu (*Lat. 39° 17' N., Long. 26° 36' E.*), its eastern extreme, about half a mile north-westward of Tuz burnu, and is separated from the coast eastward by a passage, about 2 cables wide between the shallow banks on either side; in the fairway of this passage there are depths of 9 fathoms (16<sup>m</sup>5), and there is generally a current setting strongly northward through it. The sides of Çıplak ada, except at Ali burnu, which is moderately steep-to, are fringed by a shallow bank from 2 to 3 cables wide. Rowley point is situated on the mainland about 2½ miles north-north-eastward of Tuz burnu; this stretch of coast is fringed by a shallow bank, 2 cables wide in places.

Dalyan boğazı (Taliani pass), page 370, which leads into Ayvalık limanı, page 370, is entered between Rowley point and Kosta point, the south-western extreme of Cunda adası, about three-quarters of

*Charts 1665, 2836b, 2158b, 449.*

*Chart 1672, plan of Aivali bay and Mosko islands.*

a mile north-north-westward. Several islands and dangers lie in the approach to this pass.

Güneş adası (Eleos), which lies 4 miles west-north-westward of Rowley point, is almost surrounded by a narrow bank on which there are sunken rocks in places; this bank extends about a cable from its north-western extreme. A rocky shoal, with a least depth of 34 feet (10<sup>m</sup>4) over it, lies about 4 cables west-south-westward of the north-western extreme of Güneş adası. Yumurta ada (Eleos pulo), which is clifly and has a shallow rocky bank extending a cable from its south-western end, lies close off the south-western side of Güneş adası (*Lat. 39° 19' N., Long. 26° 32' E.*).

Eleos rock, over which there is a depth of 3 fathoms (5<sup>m</sup>5), lies 1½ miles southward of the lighthouse on Güneş adası; this rock is the shallowest part of a bank over which there are depths of less than 15 10 fathoms (18<sup>m</sup>3).

Caledonia shoal, with a least depth of 16 feet (4<sup>m</sup>9) over it, lies about 7 cables northward of Çıplak ada.

Two shoals, over each of which there is a least depth of 16 feet (4<sup>m</sup>9), lie 4½ cables west-south-westward and 4 cables south-south-westward, respectively, of Kosta point. The north-western of these two shoals lies in the approach to the anchorage in Mosko road, page 370.

Cunda or Mis or Alibey adası (Mosko island), page 368, is the largest of the islands lying off this part of the mainland. The island consists of two portions joined by a narrow neck of land; the southern part is 614 feet (187<sup>m</sup>1) high in the centre, with a projection, 144 feet (43<sup>m</sup>9) high, extending eastward and forming the northern side of Ayvalık limanı, page 370. There is a hill at both the western and eastern ends of the northern part of the island, that at the western end being 489 feet (149<sup>m</sup>0) high.

The sides of Cunda adası are considerably indented, and, with the exception of portions of its northern side, the island is surrounded by a shallow bank, the extent of which can best be seen on the chart.

The town of Alibey (Mosko) is situated on the southern side of the island.

Several islands and dangers lie off the western side of Cunda adası; Adacık (Mosko pulo), with Poyraz adası (Leiah) about a cable north-westward, lie on a shallow bank which extends about 1½ miles from the western side of the southern part of the island. There is a narrow boat passage between Adacık and Cunda adası. Kalın ada or Kara adası (Kalamo) lies about 8 cables westward of Adacık. Yuvarlak ada (Kalamo pulo) is situated about half a mile west-north-westward of the southern extreme of Kalın ada; a bank, with a depth of 16 feet (4<sup>m</sup>9) at its outer end, extends north-eastward of Yuvarlak ada for about a cable, and a rocky bank, with a depth of 14 feet (4<sup>m</sup>3) at its extremity, extends about 2 cables south-eastward of the islet. Midway between the southern extreme of the last-mentioned bank and the south-western extreme of Kalın ada there is an above-water rock, closely surrounded by sunken rocks which are visible.

Between Yuvarlak ada and Güneş adası, the passage in mid-channel is clear of dangers and the depths are considerable.

Maden adası (Pyrgo), 295 feet (89<sup>m</sup>9) high, with a tower on its summit, lies close off the western extreme of the northern part of

*Charts 1665, 2836b, 2158b, 449.*

*Chart 1672, plan of Aivali bay and Mosko islands.*

Cunda adası, to which it is connected by a shallow bank; southward of this bank there is an extensive bay, open southward. There are some islets and shoals in the approach to this bay and also some shallow patches in the bay itself, the positions and extent of which can best be seen on the chart.

Küçük Maden adası (Adiavatos) lies close westward of Maden adası, connected to it by a causeway.

**Lights.**—A light (*Lat.* 39° 17' N., *Long.* 26° 36' E.) is exhibited, at an elevation of 59 feet (18<sup>m</sup>0), from a wooden mast, 13 feet (4<sup>m</sup>0) in height, situated on Ali burnu, the eastern extreme of Çıplak ada.

A light is exhibited, at an elevation of 216 feet (65<sup>m</sup>8), from a white stone tower, situated on Güneş adası.

**Anchorage.**—Anchorage may be obtained, with good shelter, in depths of from 15 to 17 fathoms (27<sup>m</sup>4 to 31<sup>m</sup>1), soft mud, between Çıplak ada, northward of Ali burnu, and the coast of the mainland eastward. This anchorage extends as far northward as Rowley point, but there it is more exposed.

Mosko road, situated a short distance southward of the boat passage between Adacık and Cunda adası, affords limited anchorage in depths of from 11 to 13 fathoms (20<sup>m</sup>1 to 23<sup>m</sup>8), mud, but it is open south-westward, and the 16-foot (4<sup>m</sup>9) shoal, previously mentioned, lying 4½ cables west-south-westward of Kosta point, must be avoided when approaching the anchorage.

There is anchorage in the area comprised between Adacık, Poyraz adası and Kahrı ada, in depths of from 8 to 11 fathoms (14<sup>m</sup>6 to 20<sup>m</sup>1), mud.

**Ayvalık limanı and approaches.**—**Dangers.**—**Buoyage.**—Ayvalık limanı (Aivali bay) lies between the projection extending eastward from the southern part of Cunda adası, on its northern side, and the coast of the mainland, which is considerably indented, southward. The bay can be approached from westward through Dalyan boğazi or from northward through Dolap boğazi, page 371.

Dalyan boğazi (Taliani pass), the western entrance of which is described on page 368, lies between Cunda adası and the northern end of a peninsula extending about 3½ miles north-eastward from Tuz burnu, page 367. The pass, which is an artificial channel 40 yards (36<sup>m</sup>6) wide at the bottom, has been dredged to a depth of 2½ fathoms (5<sup>m</sup>0), partly rock and partly sand. There is a perceptible tidal stream through the pass.

A light is exhibited on the northern side of the pass, near the western entrance, about half a mile north-north-eastward of Rowley point.

Eastward of the above-mentioned light, six lights, arranged in pairs, three lights on each side of the pass, are exhibited from white masonry dolphins.

The pass should be approached from seaward bearing 060°.

Ayvalık limanı is approached from northward between Deve boynu burnu or Cunda adası kuzeyinde (Mavromati point) the north-eastern extreme of Cunda adası, and Boz burun, page 368. A large number of islets and dangers lie in this approach, the positions and extent of most of which can best be seen on the chart.

Alpheios shoal, over which there is a depth of 21 feet (6<sup>m</sup>4), rock, is the northernmost of the dangers in the approach and is situated about 2 miles northward of Deve boynu burnu. Keçi adası (Khudhu).

*Chart 1672, plan of Aivali bay and Mosko islands.*

lies about  $1\frac{1}{2}$  miles south-eastward of Deve boynu burnu (*Lat.*  $39^{\circ} 23' N.$ , *Long.*  $26^{\circ} 40' E.$ ); a rock, with a depth of 23 feet ( $7^m0$ ) over it, lies 3 cables south-westward of the southern extreme of Keçi adası.

Between Çatal tepe burnu (St. Ioannes point), situated about  $1\frac{1}{2}$  miles south-south-westward of Deve boynu burnu, and the south-western entrance point of Dolap boğazı, about  $1\frac{1}{2}$  miles further south-eastward, there is a bight in the eastern side of the southern part of Cunda adası. Yassı ada or Hasır adası (Sephiri) lies on a shallow bank extending about a mile east-north-eastward from the middle of the western side of this bight. A rock, with less than 6 feet ( $1^m8$ ) over it, lies nearly midway between Yassı ada and the coast of Cunda adası south-westward.

Dolap boğazı (Neses pass) lies between the north-eastern end of the projection extending eastward from the southern part of Cunda adası and Soğan or Dolap adası (Krommido), close north-eastward. Soğan adası is connected to the mainland south-eastward by a causeway. The pass consists of a narrow channel, with a least depth of 11 feet ( $3^m4$ ), marked by a beacon and three buoys. The beacon stands on an islet on the northern side of the entrance. The fairway lies southward of this beacon, then close northward of a buoy, then passes between two piers which extend a short distance from each side of the channel, and then between two buoys, moored about 2 cables southward of the piers.

The town of Ayvalık lies on the eastern side of the bay.

Provisions are plentiful.

The town of Alibey, in the north-western portion of the bay, is mentioned on page 369.

**Anchorage.**—The anchorages in the western approach to Ayvalık limanı are described on page 370.

In the northern approach, during strong winds from east-north-east, anchorage will be found under the lee of Keçi adası, in depths of from 6 to 9 fathoms ( $11^m0$  to  $16^m5$ ), soft bottom, but care must be taken to avoid the 23-foot ( $7^m0$ ) rock, situated 3 cables south-westward of the islet, previously mentioned.

There is also anchorage in the southern part of the bight on the eastern side of the southern part of Cunda adası, southward of Yassı ada, in depths of from 10 to 15 fathoms ( $18^m3$  to  $27^m4$ ), but it is exposed to east-north-easterly winds, which blow down Edremit körfezi.

In the bay, the anchorage is off the town of Ayvalık, with good holding ground.

**Communications.**—Ayvalık is connected to the general telegraph system.

There is frequent steamer communication with İzmir, Mitilíni, İstanbul, Límnos, Alexandróupolis, and Thessaloníki.

*Chart 1665.*

**Western side of the northern part of Mitilíni strait.**—Between Cape Tokmák, page 368, and Cape Féros (Phero), about  $3\frac{1}{2}$  miles north-westward, there is a bight. Monópetra, a low islet surrounded by a shallow bank which is steep-to, lies in the north-western part of this bight, about  $4\frac{1}{2}$  cables south-eastward of Cape Féros; between the bank surrounding Monópetra and the coast north-westward, the depths are considerable.

Cape Kórakas (Skammia) is situated about  $1\frac{1}{2}$  miles north-westward

*Chart 1665.*

of Cape Féros ; a rock, over which there is a depth of less than 6 feet (1<sup>m</sup>8), lies one cable north-eastward of the cape. Mount Lepétimnos (Lepethymnos), 2,752 feet (838<sup>m</sup>8) high, stands about 5½ miles south-  
5 westward of Cape Kórakas and 2½ miles inland from the northern coast of Lésvos.

At its northern end, Mitilíni strait leads into Muselim channel westward and Edremit kórfezi eastward.

**Light.**—A light (*Lat.* 39° 23' N., *Long.* 26° 21' E.) is exhibited,  
10 at an elevation of 43 feet (13<sup>m</sup>1), from a white iron tower on a concrete base, on Cape Kórakas.

**LÉSVOS.**—**General description.**—Lésvos (Mityleni), generally known as Mitilíni, an island, is situated in the south-western approach to Edremit kórfezi, and is separated from the mainland northward by  
15 Muselim channel. It is mountainous throughout, and some of the hills are well wooded. The greatest elevations are Mount Ólimbos (Olympus), 3,080 feet (938<sup>m</sup>8) high, in the south-eastern part ; Mount Lepétimnos, mentioned above ; and Mount Ordhimos (Ordymnos), 1,782 feet (543<sup>m</sup>1) high, near the western end.

20 The island is considered healthy, the only exception being during the autumn, in the marshy districts north-westward of the Gulf of Yéra and northward of the Gulf of Kalloní, at which season malarial fever is prevalent.

**Products.**—The exports are olive oil, soap, tobacco, balsams,  
25 sulphur, figs, and valona.

*Chart 1664.*

**Southern side of Lésvos.**—**Dangers.**—Khaviarópetra (Simblo), an above-water rock, lies close offshore about 6 cables westward of Cape Maléa, page 364. The Gulf of Yéra (Iero), page 373, is entered  
30 between Cape Exo, situated about 2½ miles westward of Cape Maléa, and Cape Kavourólimni (Foul point), about three-quarters of a mile further south-westward. Cape Válvi (Balbi) lies about three-quarters of a mile southward of Cape Kavourólimni, and Áyios Vasslios (Prophy-laki), an islet which is steep-to, lies about a mile further southward  
35 and 6 cables offshore.

*Chart 1665.*

Mersiniá roadstead (Petras bay), the entrance to which is half a mile wide, lies about 2 miles south-westward of Cape Válvi ; the two Mersiniá islets (Mersenia and Petras), lie in the southern approach  
40 to the roadstead, about 2 and 4 cables, respectively, south-eastward of its western entrance point. Cape Méríkhass (Meriko), the southern extreme of Lésvos, lies about 5 miles westward of the western entrance point of Mersiniá roadstead ; the coast for about 2 miles on each side of Cape Méríkhass is fringed by a shallow bank which is as much as a  
45 quarter of a mile wide in places.

Plomári (Potamos), a small port, is situated about 1½ miles west-north-westward of Cape Méríkhass, and Cape Potamós (*Lat.* 38° 59' N, *Long.* 26° 20' E.) lies about 3½ miles further west-north-westward. a shallow bank, on which there are some above-water rocks, extends  
50 about 2 cables southward of Cape Potamós.

Between Cape Potamós and Cape Áyios Fokás (Vurkos), about 7½ miles west-north-westward, the coast is fringed in places by shallow banks about 2 cables wide.

*Chart 1665.*

Khokhlakáris (Khoklakari) bay, on the eastern side of Cape Áyios Fokás, affords temporary anchorage during offshore winds, but it is exposed southward, and winds from that quarter cause a heavy sea.

Cape Áyios Fokás is a projection and close off it there is an above-water rock; a small white building stands about half a mile within its extremity. 5

Falcon rock, over which there is a depth of less than 6 feet (1<sup>m</sup>8), lies half a mile south-eastward of Cape Áyios Fokás, and is the outermost of a group of sunken rocks extending northward to the coast. 10 These dangers are steep-to.

*Chart 1664.*

**Gulf of Yéra.—General description.**—The entrance to the Gulf of Yéra is described on page 372. The gulf is a landlocked basin with depths of from 7 to 10 fathoms (12<sup>m</sup>8 to 18<sup>m</sup>3), mud, and affords 15 well-sheltered accommodation, with good holding ground for a considerable number of large vessels. It is surrounded by hills covered with olive trees, and backed by mountainous land.

*Chart 1664, plan of Entrance to Port Iero or Olivieri.*

The entrance to the gulf lies through a channel, in the fairway of 20 which there is a least depth of 4½ fathoms (8<sup>m</sup>7), and which is only about half a cable wide in its narrowest part. The entrance can be distinguished by White Crag, a hill, 60 feet (18<sup>m</sup>3) high, situated on the western side of the channel, about three-quarters of a mile north-westward of Cape Kavourólimni, and by Áyios Vasilios, page 372. 25 White Crag is covered with olive trees, except on its summit, which appears white; about half-way up this hill, there is a conspicuous white house. See views on charts 1664 and 1665.

**Entrance channel.—Dangers.—Buoyage.**—Cape Kavourólimni can be distinguished by a detached cliff near its northern extreme; 30 the cape terminates in a shingle beach with a reef extending three quarters of a cable northward. The north-eastern extreme of this reef is marked by a can buoy, painted in red and white vertical stripes, and marked "Foul point." Kavourólimni roadstead lies between Cape Kavourólimni (*Lat.* 39° 00' *N.*, *Long.* 26° 34' *E.*) and Cape Dhexió 35 (Dexia point), about 3½ cables north-westward.

Cape Aristeró (Aristeno point) lies on the northern side of the channel, 4½ cables north-north-westward of Cape Kavourólimni. Kalóyeros (Mid) rock, 6 feet (1<sup>m</sup>8) high, lies on the northern side of the channel, about 1½ cables south-eastward of Cape Aristeró. 40

A white stone obelisk, 21 feet (6<sup>m</sup>4) in height, stands on Kalóyeros rock.

Reef rock, 15 feet (4<sup>m</sup>6) high, and of a light brown colour, lies on the south-western side of the channel, at the extremity of a narrow spit extending 2 cables east-south-eastward from the point at the foot 45 of White Crag. See view on chart 1664.

A narrow reef, with a depth of 3 fathoms (5<sup>m</sup>5) over it, extends off a point on the eastern side of the channel, about 2 cables northward of Reef rock, and a narrow, shallow bank fringes the same side from one to 5 cables northward of this reef. 50

Square rock is situated on the western side of the channel, about 4 cables northward of White Crag and a cable offshore. A spit, with a depth of one fathom (1<sup>m</sup>8) over it, extends 75 yards (68<sup>m</sup>6) south-eastward of Square rock.

*Chart 1664, plan of Entrance to Port Iero or Olivieri.*

A bank, about three-quarters of a cable wide, with depths of from one to 5 fathoms ( $1^m8$  to  $9^m1$ ) over it, extends off the western side of the channel, about  $3\frac{1}{2}$  cables north-north-westward of Square rock. The outer edge of this bank is marked by a can buoy, painted in black and white chequers.

The settlement of Péráma is situated on the western side of the channel, about  $2\frac{1}{2}$  miles north-westward of White Crag. Off Péráma and in the bay on the opposite side of the channel, eastward of it, there is sufficient space for deep-draught vessels to moor.

There are several piers in the vicinity of Péráma, and  $3\frac{1}{2}$  cables north-westward of the settlement, there are a tannery and a disused windmill.

The fairway of the channel leading from Péráma into the Gulf of Yéra, in which there is a least depth of  $4\frac{1}{2}$  fathoms ( $8^m7$ ), lies near the eastern shore and is only half a cable wide in its narrowest part. A long continuation of southerly winds is reported to increase the depth from one to 2 feet ( $0^m3$  to  $0^m6$ ), and northerly winds to decrease the depth by the same amount.

Áyios Isídhoros (Sidero), an islet, 35 feet ( $10^m7$ ) high, lies close off the eastern side of the northern end of the channel, about three-quarters of a mile northward of Péráma.

**Caution.**—No vessel drawing more than 24 feet ( $7^m3$ ) should attempt the passage described above without previously sounding and buoying it. Vessels cannot enter or leave the Gulf of Yéra at night, or in thick weather with safety; it would also be hazardous for vessels of deep draught to attempt to enter during a southerly gale.

*Chart 1664.*

**Anchorage.—Directions.**—Anchorage may be obtained in any convenient depth over a mud bottom in all parts of the gulf, but care should be taken to anchor well clear of the approach to the northern end of the channel leading into it. The best anchorage is in the northern part, in a depth of 7 fathoms ( $12^m8$ ), mud, about three-quarters of a mile southward of the bath houses, situated at the eastern end of the head of the gulf.

*Chart 1664, plan of Entrance to Port Iero or Olivieri.*

In fine weather and during daylight a steam vessel may approach the Gulf of Yéra with confidence. White Crag and Áyios Vasslios (chart 1664) cannot be mistaken; Reef rock will also become visible as the entrance is neared.

White Crag and the white house, half-way up the hill and vertically below it, bearing  $294^\circ$ , just open northward of Reef rock, leads, in depths of from 17 to 19 fathoms ( $31^m1$  to  $34^m7$ ), between Kalóyeros rock and the reef extending from Cape Kavourólimni (*Lat.*  $39^\circ 00' N.$ , *Long.*  $26^\circ 34' E.$ ).

After passing southward of Kalóyeros rock, a vessel should keep in mid-channel between Reef rock and the north-eastern shore, altering course gradually northward until Square rock opens on the port bow, thence midway between Square rock and the eastern shore; care is necessary here as the channel is only three-quarters of a cable wide and a considerable alteration of course is necessary. After rounding Square rock a vessel should keep in mid-channel as far as Péráma. The narrow channel northward of this village should not be attempted in a large vessel without local knowledge, or without it being buoyed.

*Charts 1664, 1665, 2836b, 2158b, 449.*







South-western coast of Lésvos from about 7½ miles south-westward of the entrance to Gulf of Kalloni.

(Original dated 1835.)

*Chart 1664.*

A vessel may pass westward of Áyios Isídhoros at the distance of half a cable, whence course may be shaped for the anchorage.

**Supplies.**—Small supplies of beef, vegetables, and bread can be obtained from some small villages near the shores of the gulf. 5

*Chart 1665.*

**South-western side of Lésvos.**—The coast north-westward of Cape Áyios Fokás (*Lat.* 39° 00' N., *Long.* 26° 11' E.), page 372, for a distance of about 4 miles, is fringed by a narrow coastal bank on which there are above-water and sunken rocks in places; about a mile north-westward of Cape Áyios Fokás, a spit, over which there is a depth of 4 fathoms (7<sup>m</sup>3), extends offshore for about half a mile. 10

*Chart 1668, plans of Entrance to Port Kalloni, and Port Kalloni.*

Cape Kalloni, generally known as Yéro, a cliffy point, 125 feet (38<sup>m</sup>1) high, lies about 5½ miles north-westward of Cape Áyios Fokás. 15

Between Cape Kalloni and Cape Vromoussa, about 4 cables northward, the coast gradually decreases in height; this stretch of coast is fringed by a shallow bank, which is about half a cable wide off Cape Vromoussa. Kalloni, an islet, 101 feet (30<sup>m</sup>8) high, lies with its southern extreme about 3¼ cables south-westward of Cape Vromoussa; 20 this islet is surrounded by a shallow bank on which there are rocks, both sunken and awash, and which extends as much as 1½ cables north-eastward from its northern end. The passage between Kalloni and the coast eastward, in the fairway of which there is a least depth of 3¼ fathoms (6<sup>m</sup>9), is about a cable wide in its narrowest part. 25

The channel leading into the Gulf of Kalloni, page 377, is entered between Cape Vromoussa and Cape Mákara (Plati), about 5½ cables north-westward. Cape Mákara can be distinguished by a conspicuous beacon-like rock, 60 feet (18<sup>m</sup>3) high, situated about three-quarters of a cable north-westward of its southern extreme. Kennedy bluff, 30 193 feet (58<sup>m</sup>8) high, which is conspicuous and cliffy, is situated about 4 cables north-north-eastward of Cape Mákara.

*Chart 1665.*

Cape Kópanos (Brisa), a prominent, cliffy point, lies about 5½ miles west-north-westward of Cape Mákara; Cape Kópanos is fringed by 35 a shallow rocky bank extending a short distance offshore, and on the south-eastern end of the bank there is an above-water rock. A reef, which is steep-to, is situated half a mile eastward of Cape Kópanos, at a distance of about a quarter of a mile offshore.

The coast between Cape Kópanos (*Lat.* 39° 06' N., *Long.* 25° 58' E.) 40 and Cape Sígri, about 8 miles north-westward, is cliffy and backed by high land; there are some beaches along this part of the coast and the depths, at a distance of a quarter of a mile offshore, are considerable. See view facing this page, and view facing page 379.

**Anchorages.**—During strong north-easterly winds vessels will 45 find good temporary anchorage, in depths of from 7 to 10 fathoms (12<sup>m</sup>8 to 18<sup>m</sup>3), off Skála Eresou, which is situated about 2 miles north-westward of Cape Kópanos. Skála Eresou can be distinguished by a fine beach, having an islet off its eastern end and a valley with some cultivated ground and a few houses. This anchorage is the best 50 in the vicinity.

There is also anchorage off a sandy beach about 2½ miles east-south-eastward of Cape Sígri, in a depth of about 14 fathoms (25<sup>m</sup>6), but not further offshore, as the depths increase suddenly. Vessels

*Chart 1665.*

should leave either of these anchorages immediately a gale abates.

*Chart 1668, plan of Entrance to Port Kalloni.*

**Channel leading into the Gulf of Kalloni.**—Kalloni islet lies in the approach to the entrance of the channel leading into the Gulf of Kalloni, page 377, and on the south-eastern side of the main passage into that channel.

On the south-eastern side of the channel, Cape Hook is situated about 3 cables north-eastward of Cape Vromoussa; some above-water rocks lie close off Cape Hook. A bank, with depths of less than 6 fathoms (11<sup>m</sup>0) over it, extends about half a cable north-westward of Cape Hook, and, three-quarters of a cable eastward of the cape, this bank extends northward for about a cable.

Larcos bay, which is shallow in its western part, lies between Cape Hook and Cape Armoudhi (Armouthi), about half a mile north-eastward.

Lowestoft hill, 470 feet (143<sup>m</sup>3) high, which is rounded and conspicuous, and situated about 7 cables eastward of Cape Hook, is a good mark when making the Gulf of Kalloni from southward.

Plati bank extends about half a mile off the north-western side of the channel, between Cape Mákara and a sandy spit, about half a mile north-eastward. This bank is shallow and rocky, and dries in places; the passage between it and the bank extending from Cape Hook is only 70 yards (64<sup>m</sup>0) wide in its narrowest part, and there is a least depth of 9½ fathoms (17<sup>m</sup>9) in the fairway.

On the south-eastern side of the channel, Cape Pakhiá Angária (Paghia Argaria) lies about 6 cables north-north-eastward of Cape Armoudhi. Depths of less than 5 fathoms (9<sup>m</sup>1) extend 1½ cables westward of Cape Pakhiá Angária, and there is a detached shoal, with a least depth of 19 feet (5<sup>m</sup>8) over it, about 2 cables south-westward of the same cape and from one to 1½ cables offshore.

Louisa (Luja) bay lies between Cape Pakhiá Angária and Cape Pérama, about half a mile north-eastward.

Áyios Pandeímon (Agia Pandeímon) bay lies in the north-western part of the channel, between the sandy spit, previously mentioned, and Cape Léna, about 1½ miles north-eastward. Cape Áyios Pandeímon, off which a bank, with depths of less than 5 fathoms (9<sup>m</sup>1) over it, extends about 4 cables south-eastward, lies on the western side of this bay, about a mile west-south-westward of Cape Léna.

Érimo, an island, 25 feet (7<sup>m</sup>6) high, lies with its south-eastern extreme about 3½ cables west-south-westward of Cape Léna (*Lat.* 39° 06' N., *Long.* 26° 07' E.). Érimo is fringed by above-water and sunken rocks lying close offshore, and is surrounded by a shallow bank, with depths of less than 3 fathoms (5<sup>m</sup>5) over it, which extends 1½ cables from its south-eastern end and 1½ cables from its western end. In the centre of the south-eastern end of the channel between Érimo and Cape Léna, there is a shoal with a least depth of 16 feet (4<sup>m</sup>9) over it.

Apothíkai Parakoílon roadstead lies at the northern end of Áyios Pandeímon bay between Cape Apothíkai, situated about 6 cables north-north-eastward of Cape Áyios Pandeímon, and Perata point, about 4 cables eastward. A bank, near the outer end of which there is a rock with a depth of less than 6 feet (1<sup>m</sup>8) over it, extends 1½ cables eastward from Cape Apothíkai. The settlement of Apothíkai

*Chart 1668, plan of Entrance to Port Kalloni.*

Parakoflon, where there are three small piers, is situated on the western side of the bay.

The channel leads into the Gulf of Kalloni between Cape Léna, on the north-western side, and Cape Pérama, about half a mile south-south-eastward, on the south-eastern side; it is about  $1\frac{1}{2}$  cables wide between the spits extending from either side.

**Beacons.**—There is a white circle on Kennedy bluff and a beacon 13 feet (4<sup>m</sup>0) high, surmounted by a white triangle stands on the coast about 2 cables southward; these marks in line, bearing 356°, lead through the passage between Kalloni islet and the coast eastward.

The south-eastern extreme of Platí bank is marked by a white beacon, surmounted by a red and white rectangle.

A triangular beacon stands on the shore at Cape Armoúdhí; there is a white rock about half a cable east-north-eastward of this beacon, and a white cairn, about 6 cables further east-north-eastward. These three marks in line, bearing 067°, lead through the south-western portion of the channel leading into the Gulf of Kalloni, until just past Cape Hook.

A white cairn stands on the slope of a hill about 2 cables eastward of Cape Pakhiá Angária. This cairn in line with a white house standing near the coast about 3 cables south-westward of it, bearing 056°, leads through the north-eastern portion of the narrow part of the channel, after passing Cape Hook.

There is a white mark on the coast about  $2\frac{1}{4}$  cables east-north-eastward of the white circle on Kennedy bluff, previously mentioned. These marks in line astern, bearing 253°, lead through the northern entrance of the channel leading into the Gulf of Kalloni.

**Anchorage.**—Large vessels may anchor south-westward of Érimo in depths of from 10 to 14 fathoms (18<sup>m</sup>3 to 25<sup>m</sup>6).

Small vessels may anchor in Apothíakai Parakoflon roadstead off the settlement, but caution should be observed as the holding ground is not good.

*Chart 1668.*

**Gulf of Kalloni.**—This gulf, which is frequented by local vessels, affords well-sheltered accommodation in depths of from 4 to 10 fathoms (7<sup>m</sup>3 to 18<sup>m</sup>3), mud and good holding ground, to all types of vessels. It is surrounded by hills, which, in many places, are covered with olive groves, and is backed by mountainous country; the low land round the shore is cultivated. The gulf is subject to heavy squalls from the high land.

There are several small towns and villages round the Gulf of Kalloni, the most important of which is Skála Polikhníftou (Khabka), on the south-eastern side, about  $2\frac{1}{4}$  miles eastward of Cape Pérama. Here there are salt works and olive refineries; each of the latter has a tall chimney, the northern of which is white and very conspicuous. Parákoila (Parakela), on the north-western side, lies about 4 miles northward of Cape Léna, and about half a mile inland. Both these towns are connected to the telephone system of Lésvos. Supplies of meat and vegetables can be obtained.

*Chart 1668, plan of Mersinjiki bay to Beara bay.*

Cape Kakóvouno (Lat. 39° 10' N., Long. 26° 17' E.) lies on the eastern side of the gulf, about 9 miles north-eastward of Cape Pérama.

Arkoúdhí (Arkuthi), an islet, 10 feet (3<sup>m</sup>0) high, and surrounded by

*Chart 1668, plan of Mersinjiki bay to Beara bay.*

a narrow, shallow, rocky bank, lies about 2 cables westward of Cape Kakóvouno; the channel between the rock and the cape is about  $1\frac{1}{2}$  cables wide between the banks on either side and in the fairway of the channel there are depths of about  $3\frac{1}{4}$  fathoms ( $6^m4$ ). The settlement of Akhladherí (Ahlatheri farm), which is white and conspicuous, and surrounded by several out-buildings, stands near the coast about a mile south-south-westward of Cape Kakóvouno; Pírra (Beara) hill, 260 feet ( $79^m2$ ) high, a well defined plateau, near the summit of which there is a small white house, visible from nearly all points, stands about half a mile eastward of the settlement.

*Chart 1668.*

**Dangers.—Buoys.**—A bank, with depths of less than 6 fathoms ( $11^m0$ ) over it, extends a quarter of a mile eastward of Cape Dhafnoúdhi (Daphnudi), situated on the western side of the gulf, about  $1\frac{1}{2}$  miles northward of Cape Léna; at the outer end of this bank there is a patch on which is a rock, with a depth of 6 feet ( $1^m8$ ) over it, which is steep-to.

A shoal, with a depth of 3 fathoms ( $5^m5$ ) over it, lies on the edge of the coastal bank in the southern part of the gulf about 3 cables northward of Sinemaneli point, situated about  $1\frac{1}{2}$  miles eastward of Cape Péráma.

The coastal bank, with depths of less than 3 fathoms ( $5^m5$ ) over it, extends 3 cables westward of Sikamoúdhi (Sekamudi) point, situated about 5 miles north-eastward of Cape Péráma, and a detached patch, with a depth of 16 feet ( $4^m9$ ) over it, lies about three-quarters of a mile north-eastward of the same point, and half a mile offshore.

*Chart 1668, plan of Mersinjiki bay to Beara bay.*

A patch, on which there are rocks, both awash and sunken, lies near the edge of the coastal bank from three-quarters of a cable to one cable offshore northward of Akhladherí; this patch is marked on its northern side by a black buoy.

A rock, with a depth of 5 feet ( $1^m5$ ) over it, lies about a quarter of a mile north-eastward of Cape Kakóvouno and about a cable offshore; this rock is marked, on its north-western side, by a black buoy. Several detached 3-fathom ( $5^m5$ ) patches lie about  $1\frac{1}{2}$  cables northward and north-eastward of Cape Kakóvouno, the positions of which can best be seen on the chart.

*Chart 1668.*

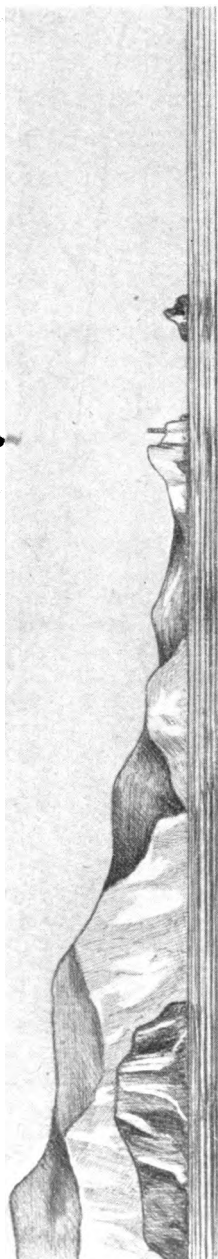
With the exception of the above, the Gulf of Killoní is free from dangers outside the shallow coastal bank with which it is fringed.

**Anchorage.**—Good anchorage for large vessels may be found anywhere in the Gulf of Kalloni, but Xenorodo bay, at the north-eastern end, is chiefly used, where anchorage may be obtained, with good holding ground, in a depth of  $4\frac{1}{4}$  fathoms ( $7^m8$ ), mud. There is a boat pier in the bay which is convenient for landing.

*Chart 1668, plan of Mersinjiki bay to Beara bay.*

Small vessels are recommended to use Línni roadstead, on the north-eastern side of Cape Kakóvouno (*Lat.*  $39^\circ 10' N.$ , *Long.*  $26^\circ 17' E.$ ), as there is good shelter against all winds from north-east, through east, to south-west, and the holding ground is good. The only danger to be avoided in this roadstead is the rock, with 5 feet ( $1^m5$ ) over it, lying a quarter of a mile north-eastward of Cape Kakóvouno, previously mentioned.





*Sígri island.*

*Lighthouse. Sedhónisa islet.*

Sígri island lighthouse  $196^{\circ}$ , 13 miles.

(Original dated 1877.)

*Mt. Órdhimos.*



*Sígri. Sedhónisa, bearing  $083^{\circ}$ ,  $3\frac{1}{2}$  miles.*

*Entrance to Sígri roadslead.*

*C. Eresós. C. Kópanos bearing  $116^{\circ}$ . Cape Ayios Fokás.*

Western coast of Lésvos from  $3\frac{1}{2}$  miles westward.

(Original dated 1835.)

*Chart 1671.*

**Western side of Lésvos.—Approaches to Sígri roadstead.**—Mount Órdhimos, page 372, on the summit of which there is a monastery, is a good mark for approaching Sígri roadstead; from southward, the mountain has a peaked appearance, which disappears 5 when seen from northward.

Cape Sígri (*Lat.*  $39^{\circ} 11' N.$ , *Long.*  $25^{\circ} 50' E.$ ), page 375, on the southern side of the approach, is a steep, cliffy projection, 174 feet (53<sup>m</sup>0) high; this cape is conspicuous from southward because of its abrupt termination, but from westward it becomes blended with the 10 high land, and is not readily distinguished. The cape has been undermined by the sea, and at its north-western extremity there are the débris of fallen cliffs.

Sedhoúsa (Sidusa), an islet, 141 feet (43<sup>m</sup>0) high at its north-western end and sloping south-eastward, lies in the middle of the approach 15 to Sígri roadstead, about three-quarters of a mile north-westward of Cape Sígri. The islet is surrounded by a shallow bank, on which there are above-water and sunken rocks; a shoal, with a depth of one foot (0<sup>m</sup>3) over it, lies on the northern end of this bank, at a distance of a quarter of a mile from the islet, and the bank extends  $2\frac{1}{2}$  cables 20 east-south-eastward of the islet. A detached shoal, with a depth of  $2\frac{1}{2}$  fathoms (5<sup>m</sup>0) over it, lies about 2 cables off the south-western extreme of the islet.

Sígri, an island, protecting the roadstead of the same name, lies with its southern extreme about three-quarters of a mile east-north- 25 eastward of Sedhoúsa. The western coast of Sígri island is almost entirely composed of white cliffs which form a good mark. The sides of the island are fringed by a shallow rocky bank, which is narrow on the western side, but extends, in the form of a spit, as much as  $2\frac{1}{2}$  cables off the middle of the eastern side. A detached, rocky shoal, 30 with a depth of 6 fathoms (11<sup>m</sup>0) over it, lies about  $4\frac{1}{2}$  cables north-north-westward of the lighthouse and 2 cables offshore. The northern end of Sígri island lies about 2 cables off the cliffs on the coast of Lésvos, north-eastward, the passage between the reefs extending from either side being about a quarter of a cable wide; in the fairway of this 35 passage, a depth of  $2\frac{1}{2}$  fathoms (5<sup>m</sup>0) can be carried. See view facing this page.

Sígri roadstead is entered from southward between the southern extreme of Sígri island and a point on the western side of Lésvos, about  $6\frac{1}{2}$  cables south-eastward; Skórdho (Phanæ), an islet, 25 feet 40 (7<sup>m</sup>6) high, lies on a shoal, with depths of less than 3 fathoms (5<sup>m</sup>5) over it, which extends 3 cables west-north-westward from the south-eastern entrance point. A rock, with a depth of less than 6 feet (1<sup>m</sup>8) over it, lies 3 cables northward of Skórdho and about  $1\frac{1}{2}$  cables 45 offshore.

The main approach to Sígri roadstead is on either side of Sedhoúsa and thence between the southern end of Sígri island and Skórdho. The fairway of each of these passages is deep, between the shoals on either side. See view facing this page.

**Light.**—A light is exhibited, at an elevation of 193 feet (58<sup>m</sup>8), from 50 a white iron tower and dwelling, 65 feet (19<sup>m</sup>8) in height, situated near the western extreme of Sígri island.

**Caution.**—Caution must be used in approaching the shores of Sígri roadstead as the survey, on which chart 1671 is based, was not carried



*Chart 1671.*

out in sufficient detail. The coast line on the plan has been reported to be incorrectly charted.

**Sígri roadstead.**—This roadstead is a useful harbour of refuge for sailing vessels bound to or from İstanbul and experiencing contrary winds, but H.M.S. *Douglas*, in 1934, reported that the holding ground was exceptionally bad, to the extent of being dangerous. During the warm season there is nearly always a fresh north-easterly wind, rendering the climate most enjoyable.

- 10 The village of Sígrión, with a dismantled fort at its western end, is situated on a projecting point, on the eastern side of the harbour, about a mile northward of the south-eastern entrance point.

The sides of the harbour are fringed by shallow banks, which in places extend, in the form of spits, a considerable distance offshore ; one, on the western side, extending  $2\frac{1}{2}$  cables from the eastern side of Sígri island, has already been mentioned ; another, with depths of less than 5 fathoms ( $9^m1$ ) over it, extends about 3 cables southward from the eastern side of the northern end of the harbour.

- A central berth for anchoring is with the dismantled fort bearing  $107^\circ$ , distant a quarter of a mile, in depths of from 12 to 14 fathoms ( $21^m9$  to  $25^m6$ ) ; further northward, but in a rather more confined space, anchorage can be taken in from 7 to 9 fathoms ( $12^m8$  to  $16^m5$ ).

Steam vessels will have no difficulty in entering Sígri roadstead. Sailing vessels, with a moderate breeze, can work in, but with strong north-easterly winds the harbour is difficult of access.

**Communications.**—Sígrión is connected to the general telegraph system.

There is regular air communication with Athínai.

- 30 **Supplies.**—A moderate quantity of coal is kept in stock. A small quantity of fuel oil is always available in Lésvos.

**Coast.**—Cape Elaífa (*Lat.*  $39^\circ 14' N.$ , *Long.*  $25^\circ 51' E.$ ) lies about 3 miles northward of Cape Sígri, page 375.

*Chart 1665.*

- 35 Between Cape Elaífa and Cape Órdhimnos (Ordymno), about 5 miles north-north-eastward, the depths, outside a distance of a quarter of a mile offshore, are considerable ; the salient points should be avoided. Cape Órdhimnos and Áyios Ioánnis, an islet lying in the entrance of a small bay close westward of it, are each fringed by a rocky bank and should be given a wide berth.

**North-western side of Lésvos.**—Between Cape Órdhimnos and Cape Telónia, about  $2\frac{1}{2}$  miles east-south-eastward, there is a bay ; temporary anchorage, during south-westerly winds, can be found in the south-western part of this bay, in a depth of 10 or 12 fathoms ( $18^m3$  or  $21^m9$ ). The bay is exposed to northerly and easterly winds, and the holding ground is bad ; steam vessels seeking shelter here in case of necessity from a south-westerly gale, should leave directly it moderates or there is the least indication of any change of wind northward.

- 50 Mirmíngia (Merminga) rock, above water, lies close north-eastward of Cape Telónia, and another above-water rock lies about 3 cables east-south-eastward of Mirmíngia rock.

Cape Gaváðha (Gavatha), off which a rocky spit extends about 2 cables, lies about  $1\frac{1}{2}$  miles eastward of Cape Telónia. Gaváðhas

*Chart 1665.*

(Gavatha), an islet which is steep-to, lies near the north-eastern end of a shoal, with depths of 3 fathoms (5<sup>m</sup>5) over it, situated about a mile north-eastward of Cape Gavádha and half a mile offshore.

Pétrá, an islet, lies about 7 miles east-north-eastward of Cape Gavádha and half a mile offshore. A rock, with a depth of 13 feet (4<sup>m</sup>0) over it, lies about 2 cables northward of the northern end of Pétra and a sunken rock lies close off the north-western end of the islet. Between Pétra and the coast, there are two above-water rocks; the western of these rocks lies about 2 cables south-south-eastward of the western extreme of the islet, and the eastern lies on a shallow bank which extends 4 cables off the coast south-eastward of the islet.

The village of Pétra lies at the head of a small bay about 1½ miles eastward of the islet; in 1933, a breakwater was under construction in a westerly direction, from Kaváki, a small cape situated about three-quarters of a mile northward of the village.

*Chart 1665, plan of Molivo road.*

The coast between the village of Pétra and Cape Mólivos, about 2½ miles northward, is fringed by a narrow, shallow, rocky bank.

Cape Mólivos is a cliffy irregular headland, projecting westward and north-westward, and fringed by rocks lying close offshore. The village of Mólivos, in which there is a castle, is situated on the southern side of the cape; there is anchorage in the road off this village, during easterly winds, in depths of from 10 to 20 fathoms (18<sup>m</sup>3 to 36<sup>m</sup>6), but the depths increase rapidly seaward. In the summer, the wind generally blows from northward and eastward, and an unpleasant swell sets into the roadstead.

In September, 1879, two of H.M. ships anchored in the small bay, 1½ miles southward near the village of Pétra, in a depth of 16 fathoms (29<sup>m</sup>3), with the northern extreme of the islet of Pétra bearing 276°.

**Light.**—A light (*Lat.* 39° 22' N., *Long.* 26° 11' E.) is exhibited, at an elevation of 98 feet (29<sup>m</sup>9), from a white iron tower on a concrete base, on Cape Mólivos.

*Chart 1665.*

**MUSELIM CHANNEL.—Dangers.**—Muselim channel separates the northern side of Lésvos from the mainland of Asia Minor, and has a least width of 4½ miles; at its eastern end it leads into Edremit kórfezi and the northern end of Mitilíni strait.

Muselim channel is entered from westward between Cape Mólivos and Baba burun, about 8 miles north-north-westward. Baba burun is high and steep-to, and is the termination of mountainous land, which at a distance of 2½ miles eastward of the cape, is 1,665 feet (507<sup>m</sup>5) high. Approaching from northward, and when abreast of the cape, it appears to slope almost perpendicularly to the sea, though on opening Lodos point, which slopes gradually and is not nearly so high, and is situated 3 miles east-south-eastward of Baba burun, this appearance is lost. There are a village and a castle on Baba burun.

The depths off the northern side of Muselim channel, between Baba burun and Sivrice or Sürüce burnu (Sivriji point), about 8½ miles eastward, are considerable at a distance of half a cable offshore. There is a bay, the entrance to which is 1½ miles wide, westward of Sivrice burnu; the depths decrease gradually towards the head of

*Chart 1665.*

this bay, and on its eastern side, there is an ancient mole, which appears like a reef, extending a short distance offshore. When entering this bay from eastward or leaving it for that quarter, a vessel should not  
 5 bring Sivrice burnu lighthouse to bear less than  $311^{\circ}$  until well clear of the shoals eastward of Sivrice burnu, described below.

On the southern side of Muselim channel, a shallow rocky bank, about 2 cables wide, fringes the northern coast of Lésvos from  $2\frac{1}{2}$  to  $3\frac{1}{2}$  miles eastward of Cape Mólivos; thence to Cape Kórakas,  $4\frac{1}{2}$  miles  
 10 further eastward, the coast is steep-to.

Muselim rock (called by the Greeks Mouzelím), awash, lies near the middle of the channel,  $4\frac{1}{2}$  miles north-eastward of Cape Mólivos. A shoal over which there is a depth of 3 fathoms ( $5^m5$ ), lies about  $3\frac{1}{2}$  cables north-north-westward of Muselim rock, and another shoal, with a  
 15 depth of 4 fathoms ( $7^m3$ ) over it, lies about half a mile south-south-eastward of the rock. There is a depth of 16 fathoms ( $29^m3$ ), over which it is reported that there are probably less depths, at a distance of 6 cables north-north-eastward of Muselim rock. These dangers are all steep-to; deep-draught vessels are recommended to pass northward  
 20 of Muselim rock.

Muselim rock and the 3-fathom ( $5^m5$ ) shoal  $3\frac{1}{2}$  cables north-north-westward of it, are covered by the *green* sector of Cape Mólivos light between the bearings of  $219^{\circ}$  and  $239^{\circ}$ ; these shoals as well as the 4-fathom ( $7^m3$ ) shoal south-south-eastward of the former are also  
 25 covered by the *red* sector of Sivrice burnu light, between the bearings of  $347^{\circ}$  and  $007^{\circ}$ ; and by the *red* sector of Cape Kórakas light, between the bearings of  $105^{\circ}$  and  $119^{\circ}$ .

A rock, with a depth of  $4\frac{1}{2}$  fathoms ( $8^m2$ ) over it, lies on the southern side of Muselim channel, about  $2\frac{1}{2}$  miles west-north-westward of Cape  
 30 Kórakas and a mile offshore; this rock lies in the *white* sector of Cape Mólivos light, between the bearings of  $239^{\circ}$  and  $263^{\circ}$ , and is covered by the *red* sector of Cape Kórakas light, between the bearings of  $105^{\circ}$  and  $119^{\circ}$ .

For the distance of about  $1\frac{1}{2}$  miles north-eastward of Sivrice burnu,  
 35 the coast on the northern side of the channel is foul. Several shoals, with depths of 3 fathoms ( $5^m5$ ) over them, lie off this part of the coast; the outermost of these shoals lies at a distance of about a mile eastward of the lighthouse on Sivrice burnu and three-quarters of a mile offshore.

A shallow bank extends  $1\frac{1}{2}$  cables from a point, situated about  
 40 4 miles east-north-eastward of Sivrice burnu. Between the last-mentioned point and Kadirga (Katagar) burnu, about 2 miles eastward, there is a bight, at the head of which is Behram iskelesi, where there is an ancient mole. The village of Behram is situated a short distance  
 45 northward of the landing place.

Muselim channel is entered from eastward between Kadirga burnu and Cape Kórakas.

**Lights.**—A light (*Lat.*  $39^{\circ} 29' N.$ , *Long.*  $26^{\circ} 05' E.$ ) is exhibited, at an elevation of 104 feet ( $31^m7$ ), from an iron pylon on a concrete  
 50 base, situated on the north-western extreme of Baba burun.

The light on Cape Mólivos is described on page 381.

A light is exhibited, at an elevation of 62 feet ( $18^m9$ ), from a white masonry tower situated on Sivrice burnu.

The light on Cape Kórakas is described on page 372.

*Charts 2836b, 2158b, 449.*

*Chart 1665.*

**Caution.**—Landing is prohibited on the coast of Asia Minor between Sivrice burnu and a position about 3 miles north-westward of İbrice burnu, in Saros körfezi, including Bozca ada, Tavşan adaları, and İmroz, except as stated on page 405. This area is indicated on charts 5 1087 and 2836b by a pecked line.

For the area over which flight is prohibited, see page 21.

*Charts 1672 and 1665.*

**EDREMİT KÖRFEZİ.**—Edremit körfezi (Gulf of Adramyti) is entered between Kadirga burnu and the north-western extreme of 10 Maden adası, page 369, about 11 miles south-eastward. The coast on the northern side of the gulf is closely backed by high, mountainous land, which attains an elevation of 5,797 feet (1,766<sup>m</sup>9) in Kaz dağ (Mount Ida), situated about 9 miles northward of Kara burun, near the head of the gulf (chart 2836b). The coast on the south-eastern 15 side of the gulf is hilly, with ranges of mountains in the interior; Yaylacık dağ (Mount Sailejik), 3,655 feet (1,114<sup>m</sup>0) high, is situated 14 miles south-eastward of Boz burun, page 368. At the head of the gulf there is a cultivated plain.

The northern side of Edremit körfezi, between Kadirga burnu and 20 Kara burun (*Lat.* 39° 33' N., *Long.* 26° 51' E.), about 22 miles east-north-eastward, is clear of dangers, except for the few shallow strips of the coastal bank, which do not extend more than two cables off-shore. There are several towns and villages with factory chimneys on the mountain slopes along this stretch of coast. The village 25 of Çetmi (Chipneh) is situated a short distance inland, about 11 miles east-north-eastward of Kadirga burnu; Küçük kuyu, where there is a landing place, lies about a mile further east-south-eastward. The town of Altınoluk, where there is a landing place, is situated about 7½ miles east-north-eastward of Çetmi, and the village of Avjilar lies 30 about 3 miles north-westward of Kara burun; there are also buildings grouped together or isolated, and often in ruins, near which there are landing places used by small craft trading with the mountain villages.

Kara burun is the extremity of a spur of the range of mountains of which Kaz dağ is the summit, and though it is low and salient, 35 it is steep-to. The land near the coast for about 8 miles westward of Kara burun is thickly wooded.

*Chart 1672.*

The islands off-lying the coast of the mainland on the south-eastern side of Edremit körfezi, between the south-eastern entrance point 40 and Boz burun (Cape Kara Tepeh), 11 miles east-north-eastward, together with Alpheios shoal, midway between the two last-mentioned points, are described on pages 368 to 371.

*Chart 1665.*

Both Boz burun and Bağlar burnu (Dahlina point), about 3¼ miles 45 north-eastward, may be rounded at a short distance off-shore. The head of Edremit körfezi is entered between Bağlar burnu and Kara burun.

On the southern side of the head of the gulf, there is a bay between Bağlar burnu and a point about 3¼ miles east-north-eastward. An 50 ancient mole extends in a northerly direction from the north-eastern entrance point of this bay, and a rock, with a depth of 3 feet (0<sup>m</sup>9) over it, lies about 6¼ cables south-westward of the ancient mole.

*Charts 2836b, 2158b, 449.*

*Chart 1665.*

The village of Bŭrhaniye, where there is a landing place, is situated at the head of the bay. Kara dere flows into the sea about half a mile southward of the ancient mole. The southern side of the bay  
5 is backed by a range of hills, a short distance inland; the summit of this range is 902 feet (274<sup>m</sup>9) high.

On the northern side of the head of Edremit k rfezi, a river flows into the sea at the head of a bight between Kara burun and a point, which is low, about 1½ miles north-eastward. The village of Ilıca,  
10 where there are some hot springs, is situated on the coast, about 2½ miles north-eastward of Kara burun.

Ak ay (Axia) limanı lies in the north-eastern part of the head of Edremit k rfezi, with the village of Ak ay at its head. This village, where there is a pier with a depth of 10 feet (3<sup>m</sup>0) at its outer end, is  
15 the landing place for the town of Edremit (Adramyti), about 4½ miles eastward; Edremit is connected to the general telegraph system.

Between the villages of Ak ay and Bŭrhaniye, the eastern side of the head of Edremit k rfezi is low. The mouth of Zeytinlı dere lies half a mile southward of Ak ay, and that of Edremit  ay about 1½ miles  
20 further southward. The mouth of Havram  ay, which flows through the plain at the head of the gulf, is situated midway between the mouths of Edremit  ay and Kara dere, previously mentioned.

**Anchorage.**—Anchorage may be obtained in any of the bays at the head of Edremit k rfezi.

25 There is anchorage about half a mile off Ilıca (*Lat.* 39° 35' N., *Long.* 26° 54' E.), in a depth of 9 fathoms (16<sup>m</sup>5), mud, or farther offshore if necessary; it is sheltered by high ground from west, through north, to south-east.

A vessel may anchor in Ak ay limanı in any convenient depth from  
30 7 to 17 fathoms (12<sup>m</sup>8 to 31<sup>m</sup>1), mud; the former depth being found about half a mile offshore. This anchorage is sheltered from north-west, through east, to south, but the holding ground is inferior to that off Ilıca, which is considered to be a better anchorage.

The anchorage in the bay off Bŭrhaniye is poor, being open except  
35 between north-east, through east, to south.

*Chart 2836b.*

**OUTLYING BANKS.**—Spitfire banks, over which there are depths of less than 100 fathoms (182<sup>m</sup>9), are two in number and lie nearly midway between L svos and Skiros. The southern bank  
40 has two heads, Stokes bank, with a depth of 45 fathoms (82<sup>m</sup>3) over it, situated about 25 miles south-westward of Cape S gri, page 375, and Brooker bank, with a depth of 48 fathoms (87<sup>m</sup>8) over it, about 4½ miles further west-south-westward. The northern bank also has two heads, Mansell bank, with a depth of 50 fathoms (91<sup>m</sup>4) over it,  
45 situated about 25 miles westward of Cape S gri, and Johnston bank, with a least depth of 21 fathoms (38<sup>m</sup>4) over it, mud, situated near the northern end of Spitfire banks, about 7 miles north-north-eastward of Mansell bank. With the exception of Johnston bank, Spitfire banks consist of sand, shells, and coral, and are surrounded by depths  
50 of over 100 fathoms (182<sup>m</sup>9), clay.

**Currents.**—In September, 1916, no current was experienced with a light south-south-westerly wind westward of Spitfire banks, from eastward of Ayios Evstr tios (Strati) to a position 15 miles

*Chart 2836b.*

eastward of Skíros; some days later, in the same region, a current set south-south-westward at the rate of three-tenths of a knot, with a light southerly wind, which for the previous 24 hours had been moderate.

5

In November, between a position 20 miles eastward of Skíros and Kafirévs channel, there was no current, with a light north-north-westerly wind.

In October, 1916, between Áyios Evstrátios and Límnos, a current was observed setting west-south-westward at the rate of nearly one knot, with a moderate northerly breeze.

10

Between Psathoúra and Límnos, in the same month, a set, at the rate of three-tenths of a knot, northward of east, was observed with a light northerly breeze, which had been fresh from south-west for the previous 24 hours.

15

*Chart 1891, plan of Strati island.*

**OUTLYING ISLAND AND BANK.**—**Light.**—Áyios Evstrátios (Strati), an island, 971 feet (296<sup>m</sup>0) high, lies with Cape Tripiti, its southern extreme, about 42 miles west-north-westward of Cape Sígri, and is separated from Límnos, north-north-eastward, by a channel about 16 miles wide.

20

On the western side of Áyios Evstrátios, about 4½ miles northward of Cape Tripiti, there is a small bay, with the village of Áyios Evstrátios situated on its eastern side.

A light (*Lat.* 39° 32' N., *Long.* 24° 59' E.) is occasionally exhibited, at an elevation of 200 feet (61<sup>m</sup>0), about one cable westward of the church situated at the northern end of the village of Áyios Evstrátios.

25

A bank, on which there are above-water and sunken rocks, extends 3 cables eastward of Cape Tháskoloi (Thascoli), the eastern extreme of Áyios Evstrátios, and a rock, with less than 6 feet (1<sup>m</sup>8) over it, lies about the same distance north-eastward of the cape, near the edge of the coastal bank.

30

Roúbos (Rubos), an islet, lies about half a mile north-north-eastward of Cape Tháskoloi. Roúbos is surrounded by a rocky shoal, which is about a cable wide on its south-western side, and is situated on a bank, with depths of less than 5 fathoms (9<sup>m</sup>1) over it, which extends offshore for about a mile.

35

Except in the vicinity of Cape Tháskoloi and Roúbos, there are no dangers at a greater distance than 2 cables off the coast of Áyios Evstrátios.

40

Áyioi Apóstoloi, an islet, lies 1½ cables off Cape Kalamáki, the northern extreme of Áyios Evstrátios, to which it is connected by a reef.

*Chart 426.*

Venus bank, over which a depth of 44 fathoms (80<sup>m</sup>5) was reported, in 1907, by H.M.S. *Venus*, lies about 23 miles west-north-westward of Cape Kalamáki.

45

*Chart 1059.*

**LÍMNOS.**—**General description.**—Límnos (Lemnos), an island, is situated in the middle of the northern part of the Aegean sea, midway between the south-eastern end of Akti peninsula, page 224, and the coast of Asia Minor; Cape Ayía Iríni (Irene), the south-eastern extreme

50

*Charts 1087, 1086, 2836b, 2158b, 449.*

*Chart 1659.*

of the island, lies about 21 miles north-eastward of Cape Kalamáki, the northern extreme of Áyios Evstrátios. Límnos is nearly divided into two parts by Pourniá bay, on its northern side, and Mouðhros bay, 5 on its southern side. The island is hilly, but of no great elevation; Mount Skopiá, 1,410 feet (429<sup>m</sup>8) high, is situated at the north-western end, Mount Áyios Ilías (Therma), 1,130 feet (344<sup>m</sup>4) high, in the south-western part, and Mount Fakós (Phako), 1,019 feet (310<sup>m</sup>6) high, on a peninsula on the southern coast. The hills are rugged and 10 of barren appearance, and the soil for the greater part is thin and sandy.

Kástro, on the western coast, is the principal village and the residence of the Governor.

Kástro is connected to the general telegraph system.

15 There is frequent steamer communication with Thessaloníki.

**Cautions.**—With the exception of Límnos, the surveys on which chart 1659 is founded are imperfect.

Navigation is controlled in an area round Límnos extending to a distance of about one mile offshore, including the off-lying islets 20 and the whole of Mouðhros bay. See page 21.

**Southern side of Límnos.**—**Light.**—Cape Ayía Iríni (*Lat.* 39° 47' N., *Long.* 25° 22' E.), the south-eastern extreme of Límnos, is much lower than the land within it; it is a salient point and its southern side may be approached to the distance of a quarter of a mile.

*Chart 1661.*

Cape Velanidhiá (Valanidhi), situated 2½ miles west-north-westward of Cape Ayía Iríni, is lower than the latter. A reef, on which some of the rocks close off the cape are above-water, and at the outer end of which there is a depth of 4 fathoms (7<sup>m</sup>3), extends about 3½ cables 30 south-south-westward from Cape Velanidhiá; this reef can generally be distinguished by the colour of the water over it. Cape Fakós (Phako), described below, bearing 282°, and well open of Kastrí, leads southward of this reef.

Mouðhros (Mudros) bay, page 387, is entered between Cape 35 Velanidhiá and Cape Koumbí (Kombi), about 3½ miles west-north-westward. Cape Koumbí is rounded and surmounted by Dawkins hill, 282 feet (85<sup>m</sup>9) high; it is the termination of a spur extending south-eastward from Mount Fakós.

Koumbí (Kombi) islet, 177 feet (53<sup>m</sup>9) high, lies about 1½ cables 40 east-south-eastward of Cape Koumbí, to which it is connected by a reef. A shoal, with depths of less than 5 fathoms (9<sup>m</sup>1) over it, extends about a cable northward and north-eastward of the north-eastern end of Koumbí islet, and about half a cable eastward.

A light is exhibited, at an elevation of 187 feet (57<sup>m</sup>0), from a white 45 tower and dwelling on the summit of Koumbí islet.

Kastrí (Kastrá), an islet, about 140 feet (42<sup>m</sup>7) high and cliffy, lies about one cable southward of Koumbí islet, with a narrow boat passage between. Kastrí should be given a berth of at least a quarter of a mile.

*Chart 1659.*

50 Cape Fakós, a tongue of land projecting about 2 cables, lies about 3 miles westward of Cape Koumbí. This stretch of coast is fringed in places by above-water and sunken rocks lying close offshore. A shoal, on which there are some above-water rocks, and over the outer end of which there is a depth of 5 fathoms (9<sup>m</sup>1), extends about 1½ cables

*Chart 1659.*

from a point, situated about a quarter of a mile west-north-westward of Cape Fakós. Cape Stavrós lies about  $1\frac{1}{2}$  miles west-north-westward of Cape Fakós; some above-water and sunken rocks lie close offshore, about half a mile eastward of Cape Stavrós. 5

Práso (*Lat.*  $39^{\circ} 48' N.$ , *Long.*  $25^{\circ} 08' E.$ ), an islet, lies about half a mile north-westward of Cape Stavrós and 2 cables offshore; the islet is surrounded by a reef which extends about one cable from its north-eastern and south-western ends.

Kondiá bay, page 392, is entered between a point about 2 miles 10 north-north-eastward of Cape Stavrós and a point about half a mile north-westward. The coast on the eastern side of the approach to Kondiá bay, for about a mile southward of the eastern entrance point, is fringed by a narrow, shallow coastal bank.

Temporary anchorage for small vessels, with offshore winds, may be 15 obtained in Áyios Pávlos bay, which lies at the head of a bight between Cape Paránisia, situated about 2 miles northward of Cape Stavrós, and Cape Aspró (Yuktash), about  $1\frac{1}{2}$  miles westward. A rock, one foot ( $0^m3$ ) high, lies near the middle of this bay, about 8 cables north-westward of Cape Paránisia; a bank, near the southern end of which 20 there are some rocks awash, extends a cable southward of this rock, and depths of less than 5 fathoms ( $9^m1$ ) extend three-quarters of a cable north-eastward and northward of the rock. At the head of the bay, the coastal bank, with depths of less than 3 fathoms ( $5^m5$ ) over it, is as much as 2 cables wide in places. 25

*Chart 1891, plan of Kastro.*

Stívi roadstead, which is open southward and shallow, lies between Cape Rópalon, about  $1\frac{1}{2}$  miles westward of Cape Aspró and the south-western extreme of Límnos, about 2 cables further westward. An islet lies 2 cables south-westward of the south-western extreme of 30 Límnos, with above-water and sunken rocks between them; Cape Tigáni is the southern extreme of this islet. Stívi rock, awash, lies in the approach to Stívi roadstead, about three-quarters of a cable off the eastern side of the islet.

Tigáni rock, over which there is a depth of 3 feet ( $0^m9$ ), and which is 35 steep-to on its southern side, lies  $1\frac{1}{2}$  cables southward of Cape Tigáni (*Lat.*  $39^{\circ} 49' N.$ , *Long.*  $25^{\circ} 03' E.$ ). A vessel rounding Cape Tigáni should give it a berth of half a mile.

Mount Stívi, 530 feet ( $161^m5$ ) high, rugged and conical, stands about a quarter of a mile north-eastward of the head of Stívi roadstead. 40  
*Chart 1661.*

**Mouðhros bay.**—This bay, the entrance to which is described on page 386, is the southern portion of an extensive inlet on the southern side of Límnos; Mouðhros harbour, the northern portion, is entered between Cape Límni, situated  $2\frac{1}{2}$  miles north-north-westward of Cape 45 Koumbí, and Cape Áspros (Buda), about  $1\frac{1}{2}$  miles east-north-eastward. With the exception of the reef extending  $3\frac{1}{2}$  cables from Cape Velanidhiá, page 386, and some patches of reef on the coastal bank, with depths of less than 5 fathoms ( $9^m1$ ) over it, and from one to 2 cables wide, which fringes each side, the bay is free from outlying dangers; the positions 50 and extent of the patches of reef, which are dangerous to boats, can best be seen on the chart. The bottom of Mouðhros bay consists of mud, and although the bay is open south-eastward, it is an excellent summer anchorage for large vessels, and is reported to be safe in winter. 55

*Charts 1659, 1087, 1086, 2836b, 2158b, 449.*



*Chart 1661.*

**Anchorage.—Telegraph cables.**—A vessel anchoring in Fresh-water bay, situated on the north-eastern side of Mouðhros bay, close northward of Delius point (*Lat. 39° 50' N., Long. 25° 16' E.*), which  
 5 lies about  $1\frac{1}{2}$  miles south-eastward of Cape Áspros, must avoid fouling a telegraph cable, indicated on the chart by a pecked line, which is laid in a south-easterly direction from Shoal bay; the latter bay lies close eastward of Cape Áspros.

Anchorage is prohibited on a line, indicated on the chart, between  
 10 Bird rocks, situated about 7 cables east-south-eastward of Cape Áspros, and the northern part of Durham cove, situated on the western side of Mouðhros bay, about  $1\frac{1}{2}$  miles south-westward; also on a line joining Capes Áspros and Límni.

**Mouðhros harbour.**—This harbour is well sheltered; the inner  
 15 part of it is entered by three channels. On its south-western side, Cape Límni, the south-western entrance point, can be easily distinguished, being of a reddish colour, with a white patch near its extreme. Tarrant and Fuller coves, separated by Stearn point, lie between Cape Límni and Cape Vourlídhia (Vrulidhi), about a mile north-westward. In  
 20 Fuller cove there are two shoals on which there are rocks with less than 6 feet ( $1^m8$ ) over them; the centre of the outer of these shoals lies about a cable north-westward of Stearn point. The coastal bank, with depths of less than 5 fathoms ( $9^m1$ ) over it, extends as much as 2 cables northward of Cape Vourlídhia.

Between Cape Vourlídhia and Cape Kaloyeráki, the eastern extreme  
 25 of a narrow peninsula, about  $2\frac{1}{2}$  miles north-north-eastward, there is a bight on the western side of Mouðhros harbour, the shore of which is indented; the coastal bank, with depths of less than 3 fathoms ( $5^m5$ ) over it, which borders the shore of this bight, extends offshore as much  
 30 as 6 cables midway between the two last-mentioned capes.

Vourlídhia (Vrulidhi) bay, situated westward of the cape of that name, affords good anchorage in a depth of 8 fathoms ( $14^m6$ ), mud, but the width of the entrance, in which there are depths of over 5 fathoms ( $9^m1$ ), is contracted to about half a cable by the bank extending north-  
 35 ward from Cape Vourlídhia, previously mentioned, and the bank extending south-eastward from Blenheim rocks. The rocky summit of a hill, 91 feet ( $27^m7$ ) high, a quarter of a mile south-south-westward of Cape Vourlídhia is conspicuous.

A detached, rocky shoal, with a depth of  $2\frac{1}{2}$  fathoms ( $4^m1$ ) over it,  
 40 and Blenheim rocks, which break in southerly gales, lie 3 and 4 cables, respectively, northward of Cape Vourlídhia.

Channel rocks, which break in southerly gales, lie on the coastal bank, about 9 cables north-north-eastward of Cape Vourlídhia and nearly midway between the southern extreme of Álogo, page 389, and  
 45 the coast westward.

A detached shoal with a depth of  $2\frac{1}{2}$  fathoms ( $4^m6$ ) over it, lies 3 cables eastward of Washington point, situated about  $1\frac{1}{2}$  miles west-south-westward of Cape Kaloyeráki.

A conspicuous square tower (*Lat. 39° 52' N., Long. 25° 11' E.*),  
 50 157 feet ( $47^m8$ ) high, stands about  $1\frac{1}{2}$  miles north-north-westward of Cape Vourlídhia and half a mile inland.

On the eastern side of Mouðhros harbour, Cape Áspros, the north-eastern entrance point, is the south-western extreme of a promontory; Cape Sagrádha (Sangrada), 4 cables northward of Cape Áspros, and

*Chart 1661.*

Cape Meganóros, about the same distance further north-eastward, are other salient points of this promontory. The cliffs at Cape Áspros are 15 feet (4<sup>m</sup>6) high and there are depths of over 5 fathoms (9<sup>m</sup>1) at a distance of half a cable off the cape. 5

A group of rocks, with less than 6 feet (1<sup>m</sup>8) over them, lies about 1½ cables northward of Cape Áspros, the outer one of the group at a distance of three-quarters of a cable offshore. Depths of less than 5 fathoms (9<sup>m</sup>1) extend about a quarter of a mile off the head of the bight between Capes Áspros and Sagrádha, and a cable westward of 10 the latter cape.

Cape Meganóros (*Lat.* 39° 52' N., *Long.* 25° 15' E.) lies at the base of a hill, 129 feet (39<sup>m</sup>3) high, and there are cliffs, 60 feet (18<sup>m</sup>3) high, close southward of it. Depths of less than 3 fathoms (5<sup>m</sup>5) extend 2 cables off the head of the bight between Capes Sagrádha and 15 Meganóros, and about a cable northward of the latter cape.

The inner part of Mouðhros harbour is entered between Cape Meganóros and Cape Kaloyeráki, page 388, about 1½ miles north-westward.

**Light.—Beacon.**—A light is exhibited, at an elevation of 35 feet 20 (10<sup>m</sup>7), from a white metal column, 18 feet (5<sup>m</sup>5) in height, on Cape Sagrádha.

A beacon stands on the summit of Cape Kaloyeráki, which is 71 feet (21<sup>m</sup>6) high.

**Channels leading into the inner part of Mouðhros harbour.**— 25 East pass lies between the promontory of which Cape Áspros is the south-western extreme, and Mávroi (Black) rocks, the highest and largest of which is 14 feet (4<sup>m</sup>3) high, and is situated about half a mile west-north-westward of Cape Sagrádha. Mávroi rocks are surrounded by a rocky shoal and depths of less than 5 fathoms (9<sup>m</sup>1) 30 extend 2 cables south-eastward, 2 cables westward, and 3 cables north-north-eastward of the largest rock.

Middle pass lies between Mávroi rocks and Álogo (Alago), an island, the southern extreme of which lies about 6 cables westward of the highest of the Mávroi rocks. Middle pass is recommended as the safest 35 channel for ships, and is about 2 cables wide between the shoals extending from either side, with a least depth of 5½ fathoms (10<sup>m</sup>5) in the fairway.

Álogo is 80 feet (24<sup>m</sup>4) high at its northern end; on a ridge, about 1½ cables from its north-eastern extreme, there is a ruined hut. Álogo 40 is surrounded by a coastal bank, with depths of less than 3 fathoms (5<sup>m</sup>5) over it, which is about a cable wide in places; an islet lies on the coastal bank, close off the south-eastern side of the island and about 2 cables north-eastward of its southern extreme. Depths of less than 5 fathoms (9<sup>m</sup>1) extend about three-quarters of a cable south-eastward 45 of this islet.

West pass lies between Álogo and the north-western part of the bight between Capes Vourlídhia and Kaloyeráki, page 388. Channel rocks, page 388, lie on the western side of the southern entrance of West pass; the channel in this part is 2½ cables wide between the 3-fathom (5<sup>m</sup>5) 50 banks on either side and is obstructed by a bar, with depths of less than 5 fathoms (9<sup>m</sup>1) over it, which connects the south-western end of Álogo with the coast westward. Vessels are recommended not to use West pass.

*Chart 1661.*

**Dangers.**—Wynne shoal, with a depth of  $4\frac{1}{2}$  fathoms ( $8^m7$ ) over it, rock, lies about a quarter of a mile south-south-westward of the southern extreme of Cape Kaloyeráki (*Lat.*  $39^\circ 53' N.$ , *Long.*  $25^\circ 14' E.$ ).

5 Kaloyéroí reef, a patch with a least depth of  $3\frac{1}{4}$  fathoms ( $5^m9$ ) over it, lies from  $2\frac{3}{4}$  to 4 cables east-south-eastward of Cape Kaloyeráki.

**Inner part of Mouúdhros harbour.**—**Light.**—Euriance cove lies on the south-eastern side of the inner part of Mouúdhros harbour between Cape Meganóros and Cape Pávlos,  $1\frac{1}{2}$  miles north-eastward.  
10 The coast of the cove is low, with occasional patches of marshy land. The shore is fringed by a bank, with less than one fathom ( $1^m8$ ) over it, which is half a cable wide in the southern part of the cove and a cable wide in the north-eastern part; on this bank there are rocks, with less than 6 feet ( $1^m8$ ) over them, in places. Depths of less than  
15 5 fathoms ( $9^m1$ ) extend about 2 cables off the southern part of the cove and 4 cables off the north-eastern part.

Cape Pávlos can be distinguished by the town of Mouúdhros (East Mudros), in which there is a cathedral with two towers, standing about  $3\frac{1}{4}$  cables south-eastward of the cape, and by a group of windmills  
20 situated on a hill, 109 feet ( $33^m3$ ) high, between the town and the cape.

There are several piers at Mouúdhros. Town pier is situated about  $3\frac{1}{2}$  cables south-south-eastward of Cape Pávlos; it was reported, in 1936, that this pier was unsuitable for steam boats, the outer end being surrounded by boulders and the depth there being only from  
25 2 to 3 feet ( $0^m6$  to  $0^m9$ ).

A light is exhibited at the root of Town pier.

In 1931, part of the outer end of French pier, close northward of Town pier, was submerged; a steam boat could use the southern side of French pier, but should not proceed in farther than the length of  
30 the boat. French pier is used by local sailing craft.

In 1932, there were depths of from 2 to 3 feet ( $0^m6$  to  $0^m9$ ) alongside Australia pier, extending from Cape Pávlos; boats should approach this pier on the line of its direction.

Egyptian pier lies  $1\frac{1}{4}$  cables north-eastward of Australia pier; the  
35 outer end of Egyptian pier, over which there is a depth of 2 feet ( $0^m6$ ), is submerged.

Mouúdhros is connected to the general telegraph system.

Ispathó, an island, 34 feet ( $10^m4$ ) high, on which there are some buildings and trees, is situated about half a mile northward of Cape  
40 Pávlos, and is connected with the mainland by a causeway; a shallow bank extends 2 cables westward of the island and depths of less than 5 fathoms ( $9^m1$ ) extend about  $1\frac{1}{2}$  cables further westward.

On the western side of the inner part of Mouúdhros harbour, Blenheim cove lies between Cape Kaloyeráki, page 388, and Cape Mayiróudhi  
45 (Escombe), about  $1\frac{1}{2}$  miles northward.

Áyios Nikólaos (San Nikolo), an islet, 21 feet ( $6^m4$ ) high, lies on the southern side of the cove, 3 cables north-north-westward of Cape Kaloyeráki; this islet is surrounded by a reef which extends eastward for about  $1\frac{1}{2}$  cables. Anvil rock, 13 feet ( $4^m0$ ) high, is situated near  
50 the eastern end of this reef.

Turk islet lies about a quarter of a mile westward of Áyios Nikólaos, and is connected to the northern side of the peninsula by a causeway; a gap in the causeway was reported, in 1930, to be covered by a temporary bridge.

*Chart 1661.*

At the head of Blenheim cove there is a shallow inlet which partly dries, and between the head of the inlet and Cape Mayiróudhi (*Lat.*  $39^{\circ} 54' N.$ , *Long.*  $25^{\circ} 14' E.$ ) the north-western side of the cove is indented.

A reef, at the north-eastern end of which there is a rock, 3 feet (0<sup>m</sup>9) high, lies close off Cape Mayiróudhi, with its southern extreme about  $1\frac{1}{2}$  cables southward of the cape.

The village of Portianós, with a conspicuous church close northward of it, lies about half a mile westward of the head of the inlet at the head of Blenheim cove.

On the eastern side of the inner part of Mouðhros harbour, Ormano bay lies between Ispathó and Cape Líkna (Talikna), which is rocky and conspicuous, about a mile northward; the latter is the south-western termination of elevated land, 293 feet (89<sup>m</sup>3) high, situated about a mile north-eastward. Near the head of Ormano bay there is some marshy land and several rocks, both sunken and awash, lie in the bay; the positions of these rocks can best be seen on the chart.

Between Capes Líkna and Mayiróudhi, the coast is, for the most part, low and backed by marshy land, watered by several streams. Depths of less than 3 fathoms (5<sup>m</sup>5) extend 3 cables off this part of the coast in places. A rock, 3 feet (0<sup>m</sup>9) high, lies three-quarters of a cable north-eastward of Cape Líkna and a quarter of a cable offshore.

**Dangers in the inner part of Mouðhros harbour.**—Kaloyéroi reef is described on page 390. A detached 5-fathom (9<sup>m</sup>1) patch lies  $2\frac{1}{2}$  cables east-south-eastward of the north-eastern extreme of Cape Kaloyeráki and a detached shoal, with a depth of  $4\frac{1}{2}$  fathoms (8<sup>m</sup>7) over it, lies 3 cables east-north-eastward of the same cape.

Nikolo patches lie in an area which extends from  $1\frac{1}{2}$  to  $6\frac{1}{2}$  cables north-eastward of Cape Kaloyeráki; the least depth, 3 fathoms (5<sup>m</sup>5), is near the south-western end of the area and there are depths of  $3\frac{1}{2}$  fathoms (6<sup>m</sup>9) in the north-eastern portion of the area.

Cameron shoal is an elongated rocky ridge, with a least depth of  $5\frac{1}{2}$  fathoms (9<sup>m</sup>6) over it, which extends  $3\frac{1}{2}$  cables in a north-north-westerly direction from a position about half a mile westward of Cape Pávlos. An isolated shoal, with a depth of  $5\frac{1}{2}$  fathoms (10<sup>m</sup>1) over it, lies about 2 cables southward of Cameron shoal and  $6\frac{1}{2}$  cables west-south-westward of Cape Pávlos.

Bailey shoals, over which there are depths of from 4 to 5 fathoms (7<sup>m</sup>3 to 9<sup>m</sup>1), are a group of detached patches lying from half a mile to three-quarters of a mile westward of Ispathó.

Carmania shoal, over which there is a least depth of  $4\frac{1}{2}$  fathoms (7<sup>m</sup>8), lies from  $3\frac{1}{2}$  to 6 cables north-westward of Ispathó. Middle shoals are a number of detached patches, with depths of from  $4\frac{1}{2}$  to 5 fathoms (7<sup>m</sup>8 to 9<sup>m</sup>1) over them, lying from  $5\frac{1}{2}$  to 9 cables south-westward of Cape Líkna.

In addition to the above, there are a number of unnamed detached shoals, with depths of less than 5 fathoms (9<sup>m</sup>1) over them, lying in the northern part of Mouðhros harbour, the positions of which can best be seen on the chart.

**Anchorage.**—Anchorage may be taken up in any part of Mouðhros harbour, clear of the dangers and extensive banks already mentioned, the bottom consisting of sand and mud, but the most spacious anchorage, in depths of from 6 to 10 fathoms (11<sup>m</sup>0 to 18<sup>m</sup>3), will be found

*Chart 1661.*

inside the triangle formed by Cape Meganóros, Cape Pávlos, and the north-eastern extremity of Álogo, taking care to avoid the shoals extending from these points, as well as Kaloyéroí reef, and Cameron shoal with the smaller detached shoals in the vicinity.

In the report accompanying the survey of 1916, anchorage westward of Álogo island was not recommended, as the holding ground, composed of mud over dead coral, was not considered good; H.M.S. *Dublin*, however, reported that from March to November, 1920, many large merchant ships were anchored in that area, and none of them dragged their anchors in the north-easterly gales which occurred.

The best holding ground appears to be in Euriance and Blenheim coves; in the latter, westward of a line joining Áyios Nikólaos islet and Cape Mayiróudhi (*Lat. 39° 54' N., Long. 25° 14' E.*), the mud is stiffer than in other parts of the harbour.

**Directions.**—*East pass.*—H.M.S. *Resource* reported, in 1932, that two isolated windmills, situated northward of Cape Líkna, are useful marks for entering Mouðhros harbour through East pass; the windmills in line, bearing 027°, leading through the pass in mid-channel, but a vessel should also fix her position at frequent intervals.

*Middle pass.*—After passing between Capes Límni and Áspros, a vessel should bring the south-western extreme of Álogo to bear 350°, and steer for it until Cape Sagrádha lighthouse bears about 073°, when she should alter course northward and keep the seventh from the west of 12 windmills in line with Cape Kaloyeráki, bearing 024°, until the northern extreme of Álogo bears 292°, when a vessel may anchor as convenient. This leading mark is conspicuous and easily picked up as a wider gap exists between the sixth and seventh windmills than between the others; the windmills are in two groups of six each.

*West pass.*—Should it be necessary to use West pass, a vessel should bring the conspicuous square tower, situated 1½ miles north-north-westward of Cape Vourlídhia, to bear 299°, and steer for it on that bearing until after passing the southern extreme of Álogo, then bring the 70-foot (21<sup>m</sup>3) summit, situated about half a mile westward of Cape Kaloyeráki, to bear 023°, and steer for it on that bearing, passing midway between Channel rocks and Álogo. Thence keeping about 1½ cables from the western and northern sides of Álogo, a vessel should alter course gradually and pass between Wynne shoal and Kaloyéroí reef to the anchorage.

**Supplies.**—Small supplies of fresh meat are obtainable at Mouðhros, also vegetables in the summer, except potatoes.

*Chart 3428, plan of Port Kondia.*

**Kondiá bay.**—**Anchorage.**—The entrance to Kondiá bay is described on page 387. Between the south-eastern entrance point and a low sandy spit, about 8 cables north-north-eastward, depths of less than 5 fathoms (9<sup>m</sup>1) extend about 1½ cables offshore and the coast is fringed, in places, by narrow patches of reef. The cliffs of the north-western entrance point are about 40 feet (12<sup>m</sup>2) high, and the point is fringed by a narrow reef; between this point and a point about three-quarters of a mile north-north-eastward, near which there is a landing place in a small cove, there are two small bays, divided from one another, midway, by a promontory, which is fringed by a narrow reef. The north-western side of the southern bay is fringed by a bank, with depths of less than 5 fathoms (9<sup>m</sup>1) over it,

*Charts 1659, 1087, 1086, 2836b, 2158b, 449.*

*Chart 3428, plan of Port Kondia.*

about  $1\frac{1}{2}$  cables wide in places, and a detached shoal, with a depth of  $1\frac{1}{2}$  fathoms ( $2^m7$ ) over it, lies about a cable south-south-eastward of the southern extreme of the promontory separating the two bays.

The head of Kondiá bay is fringed by a bank, with depths of less than 5 fathoms ( $9^m1$ ) over it, which extends off the northern side for about  $1\frac{1}{2}$  cables; in the south-eastern part of the head of the bay, there are two rocks, one of which is one foot ( $0^m3$ ) high and the other, 2 feet ( $0^m6$ ) high, lying near the edge of the coastal bank 3 and 4 cables, respectively, eastward of the low sandy spit, previously mentioned, and about three-quarters of a cable offshore.

There is a conspicuous white customs house on the eastern side of the head of Kondiá bay and a conspicuous grey rock, 30 feet ( $9^m1$ ) high, on the coast near the mouth of a stream, where there is good landing for boats, about  $3\frac{1}{2}$  cables west-north-westward of the customs house; a river flows into the bay, through a cultivated plain, about 3 cables further westward.

The village of Kondiá (*Lat.*  $39^\circ 52' N.$ , *Long.*  $25^\circ 10' E.$ ) lies about three-quarters of a mile northward of the head of the bay.

The best anchorage is in a depth of about 9 fathoms ( $16^m5$ ), with the customs house bearing  $065^\circ$ , distant  $4\frac{1}{2}$  cables. Small vessels, with local knowledge, anchor near the customs house, close offshore.

*Chart 1891, plan of Kastro.*

**Western side of Límnos.**—The western coast of Límnos is indented with small bays and backed by elevated hills.

Platí bay is entered between a point, about three-quarters of a mile north-north-eastward of Cape Tigáni, page 387, and Cape Dhiavátis (Thevates), the southern extreme of a promontory, about three-quarters of a mile further northward. A reef, at the outer end of which there are depths of less than 3 fathoms ( $5^m5$ ), extends a quarter of a mile south-eastward of Cape Dhiavátis, and, on the south-eastern side of the bay, rocks, with less than 6 feet ( $1^m8$ ) over them, lie on the edge of the coastal bank about  $1\frac{1}{2}$  cables offshore, about three-quarters of a mile and one mile, respectively, north-eastward of the southern entrance point of the bay.

The bottom of Platí bay consists of mud, and vessels with local knowledge, prefer this bay to almost any other in Límnos; it affords them safe anchorage in all weathers, and though open south-westward, a sea never gets up, as it is broken by the reef extending from Cape Dhiavátis.

The two Dhiavátes (Thevates) islets lie close off a point about a quarter of a mile north-north-westward of Cape Dhiavátis; they are united to one another and to the point by a reef.

Two rocky points, which are foul to the distance of one cable offshore, lie 5 and 8 cables, respectively, north-north-eastward of the point off which the Dhiavátes islets lie.

**Kástro.**—**Dangers.**—**Buoy.**—Between the northern of the two above-mentioned points and Cape Petási, about a mile northward, there are two bays, divided from one another by a promontory, 380 feet ( $115^m8$ ) high, on which there is a conspicuous white castle.

A shoal, with a least depth of  $2\frac{1}{2}$  fathoms ( $5^m0$ ) over it, near its north-western end, lies in the approach to the southern of these bays, from  $1\frac{1}{2}$  to  $2\frac{1}{2}$  cables north-westward of its southern entrance point. Another shoal, with a depth of  $1\frac{1}{2}$  fathoms ( $2^m7$ ) over it, lies about

*Chart 1891, plan of Kastro.*

2 cables north-eastward of the southern entrance point of the same bay and about a cable off its northern shore; this shoal is marked on its western side by a buoy.

- 5 The head of the southern bay is fringed by a bank, with depths of less than 3 fathoms (5<sup>m</sup>5) over it, about a cable wide; in the north-eastern corner of the bay there is a small harbour, in which there are depths of from one to 3 feet (0<sup>m</sup>3 to 0<sup>m</sup>9).

The town of Kástro, the principal town and the seat of the Govern-  
10 ment of Límnos, lies on the isthmus uniting the promontory, which divides the two bays, to the coast, and extends northward and southward of it; the town is conspicuous when bearing 142°.

Kástro is connected to the general telegraph system.

- The entrance points of the northern bay are steep-to, but depths  
15 of less than 5 fathoms (9<sup>m</sup>1) extend about 2 cables off its head. There is a small projection in the coast near the middle of the head of the bay.

**Off-lying dangers.**—Kástro reef, with a least depth of 5 fathoms (9<sup>m</sup>1) over it, lies about a mile west-north-westward of Kástro light-  
20 house.

Petási reef, over which there is a depth of 6 fathoms (11<sup>m</sup>0), lies a quarter of a mile north-westward of Cape Petási.

- Light.**—A light (*Lat.* 39° 52' N., *Long.* 25° 03' E.) is exhibited, at an elevation of 272 feet (82<sup>m</sup>9), from a white metal column,  
25 15 feet (4<sup>m</sup>6) in height, situated at the western end of the castle at Kástro.

**Anchorage.—Caution.**—In the bay on the southern side of the promontory at Kástro, the best anchorage is in a depth of 10 fathoms (18<sup>m</sup>3), with the northernmost of some windmills on a hill, about  
30 6 cables south-eastward of the lighthouse, bearing 100°, and the south-western extreme of the promontory bearing 343°; the holding ground, which is sand, however, is not good, and a vessel must be prepared to proceed to sea directly the wind shifts westward.

Several telegraph cables are landed at the southern end of the  
35 bay northward of the promontory, and vessels are cautioned not to anchor in the area, indicated on the chart by a pecked line.

**Coast.**—The two Skíles (Skylax) rocks are above-water and lie close offshore, about half a mile north-eastward of Cape Petási.

Mount Athanasi, 1,085 feet (330<sup>m</sup>7) high, with a building on it, lies  
40 about 1½ miles north-eastward of Cape Petási. *See view on plan on chart 1891.*

*Chart 1659.*

Cape Kaloyéroi lies about 2½ miles northward of Cape Petási; a reef, which is steep-to, extends about a quarter of a mile north-west-  
45 ward from this cape. Cape Moúrtzefios (Murtzephlos), the north-western extreme of Límnos, about 3 miles northward of Cape Kaloyéroi, is a conical hill, connected to the land within it by a low isthmus, southward of which there are some yellow cliffs.

**Northern side of Límnos.**—Mount Skopía, page 386, stands about  
50 2 miles eastward of Cape Moúrtzefios and half a mile inland.

Seryítsi (Siderites), an islet, lies about 4½ miles east-north-eastward of Cape Moúrtzefios, and is separated from Cape Agriliós (Agrillia), southward, by a passage half a mile wide; on the southern side of the passage there is a shoal, with a depth of 3 fathoms (5<sup>m</sup>5) over it,

*Chart 1659.*

situated about 4 cables west-north-westward of Cape Agriliós and 2 cables offshore. *See* view on chart 1659.

Cape Faraklós (Pharaklo), situated about  $4\frac{1}{2}$  miles eastward of Cape Agriliós, is fringed by a bank, on which there are some sunken rocks, extending about a cable offshore; this stretch of coast is indented and consists of cliffs and sandy bays, and the western part is fringed by a narrow, rocky bank.

*Chart 1891, plan of Purnea bay.*

Pourniá (Purnea) bay, described below, is entered between Cape Faraklós and Cape Sotír (Soteri), 6 miles east-north-eastward.

Cape Sotír, 251 feet (76<sup>m</sup>5) high, is clifty; an ancient mole extends 2 cables in a southerly direction from the western extreme of the cape, and a shoal, with depths of less than 5 fathoms (9<sup>m</sup>1) over it, extends about 2 cables from the north-eastern side of the cape.

*Chart 1659.*

Between Cape Sotír and Cape Pláka, the north-eastern extreme of Límnos,  $3\frac{1}{2}$  cables north-eastward, the coast is fringed by a shallow rocky bank, as much as  $4\frac{1}{2}$  cables wide in places.

Cape Pláka is a steep, bold headland with a level summit; a reef extends about 3 cables northward and eastward of the cape. *See* view on chart 1659.

**Lights.**—Two lights (*Lat.* 40° 02' N., *Long.* 25° 27' E.) are exhibited, the main light, at an elevation of 164 feet (50<sup>m</sup>0), and the auxiliary light, at an elevation of 114 feet (34<sup>m</sup>7), from a white masonry tower, 59 feet (18<sup>m</sup>0) in height, on Cape Pláka.

*Chart 1891, plan of Purnea bay.*

**Pourniá bay.**—The entrance to this bay is described above; Pourniá harbour lies at its head. There are depths of from 8 to 16 fathoms (14<sup>m</sup>6 to 29<sup>m</sup>3) near the head of the bay, where vessels can anchor, but it is exposed northward.

Between Cape Faraklós and Cape Pourniá, about  $3\frac{1}{2}$  miles south-eastward, the south-western side of Pourniá bay is indented by small coves. Cape Dhéndron (Tree), from which a reef extends 2 cables north-eastward, projects from the coast midway between the two first mentioned capes.

On the south-eastern side of Pourniá bay, Ekaton Kefalés bay is entered between Cape Khlói, about 3 miles south-south-westward of Cape Sotír, and a point about half a mile further south-south-westward. The entrance is encumbered by two shoals, one, detached, with a least depth of  $3\frac{1}{2}$  fathoms (6<sup>m</sup>4) over it, lying about  $4\frac{1}{2}$  cables south-westward of Cape Khlói, and the other, with a depth of 10 feet (3<sup>m</sup>0) over it, lying midway between the entrance points on the outer end of a shoal, with depths of less than 3 fathoms (5<sup>m</sup>5) over it, which extends from Cape Khlói. The passage into the bay, about  $1\frac{1}{2}$  cables wide, lies between these two shoals.

Cape Ekaton Kefalés lies about a mile south-westward of Cape Khlói.

Pourniá harbour is entered between a point, about a mile south-south-westward of Cape Ekaton Kefalés and Cape Pourniá, 6 cables westward. A spit, with depths of 2 fathoms (3<sup>m</sup>7) over it, extends half a mile westward from the eastern entrance point; there are some above-water and sunken rocks on the spit close offshore. The passage into the harbour, between Cape Pourniá and the western end of the



*Chart 1891, plan of Purnea bay.*

2-fathom ( $3^m7$ ) spit is  $1\frac{1}{2}$  cables wide. There is anchorage in the harbour in depths of from 4 to 7 fathoms ( $7^m3$  to  $12^m8$ ), sand and mud, but it is exposed northward; the spit extending from the eastern entrance  
 5 point affords, however, some shelter from the sea. The bank, with depths of less than 3 fathoms ( $5^m5$ ) over it, which extends half a mile from the western side of the harbour, is partly protected from the north by Cape Pourniá (*Lat.  $39^\circ 57' N.$ , Long.  $25^\circ 17' E.$* ). See view on plan on chart 1891.

10 *Chart 1659.*

**Eastern side of Límnos.**—Between Cape Aylá Iríni, page 385, and Cape Kavalláris (Cavaliere), about  $6\frac{1}{2}$  miles northward, there are three bays separated by projecting cliffy points; a vessel can find temporary anchorage in any of these bays during a westerly gale.

15 Kéros (Kharos) bay, lies between Cape Kavalláris and Cape Kéros (Kharos), about  $1\frac{1}{2}$  miles north-eastward. Cape Kéros is cliffy, and rocky ground extends about a mile south-eastward of it.

Between Cape Kéros and Cape Petsiá (Petza), about 5 miles north-eastward, the coast is low and sandy. From a position on the coast  
 20 about 2 miles northward of Cape Kéros, a shallow tongue extends  $2\frac{1}{2}$  miles south-eastward, terminating in a reef, with depths of less than 6 feet ( $1^m8$ ) over it, which breaks; depths of less than 5 fathoms ( $9^m1$ ) extend  $1\frac{1}{2}$  miles eastward of this reef.

Northward of Cape Petsiá, the land gradually rises in height. Cape  
 25 Evraiókastro (Voria Kastro), consists of a cliff with a ruin on it, situated at the north-eastern end of a tongue of land, about 2 miles northward of Cape Petsiá. Between this tongue, and a steep cliff, situated half a mile southward of Cape Pláka, page 395, there is a bay.

**Bank.—Dangers.**—Kéros (Kharos) bank, with depths of less than  
 30 5 fathoms ( $9^m1$ ) over it, and on which there are several shallow rocky patches, lies on the eastern part of an extensive bank, over which there are depths of less than 10 fathoms ( $18^m3$ ), which extends about 10 miles off the northern half of the eastern side of Límnos.

Anatolí rocks, consisting of a rock, with less than 6 feet ( $1^m8$ )  
 35 over it, and a shoal, with a depth of 3 fathoms ( $5^m5$ ) over it, about 6 cables north-north-westward, are situated near the south-eastern end of Kéros bank, about  $8\frac{1}{2}$  miles south-eastward of Cape Pláka. The western end of Kéros bank lies about 4 miles westward of Anatolí rocks.

40 A detached bank, with a depth of 6 fathoms ( $11^m0$ ) over its south-eastern end, lies about  $1\frac{1}{2}$  miles south-south-eastward of the southern of the Anatolí rocks.

Kéros (Kharos) reefs, consisting of a group of detached shoals, over one of which there is a depth of only  $1\frac{1}{2}$  fathoms ( $2^m7$ ), lie, on the  
 45 southern side of Kéros bank, from  $7\frac{1}{2}$  to  $8\frac{1}{2}$  miles east-north-eastward of Cape Kéros.

Kindhinos (Kinduno) reef, with a depth of 4 fathoms ( $7^m3$ ) over it, lies about  $4\frac{1}{2}$  miles eastward of Cape Kéros; nearly midway between Kindhinos and Kéros reefs, there is a 3-fathom ( $5^m5$ ) rocky patch.

50 In addition to the shoals mentioned there are several heads, with depths of less than 5 fathoms ( $9^m1$ ) over them, between Kéros bank and the coast, the positions of which can best be seen on the chart, but see caution on page 386.

Kéros bank can generally be distinguished during the day by the

*Charts 1087, 2836b, 2158b, 449.*

*Chart 1659.*

colour of the bottom. At night, both Kéros bank and Kíndhinos reef are covered by the red sector of Cape Pláka light, between the bearings of  $301^{\circ}$  and  $346^{\circ}$ .

**Current.**—Southward of Kéros bank the current sets northward. 5

*Chart 1665.*

**WESTERN COAST OF ASIA MINOR.**—The mouth of Tuzla çay is situated about 7 miles north-north-eastward of Baba burnu, page 381; in the vicinity of the river mouth, a bank, with depths of less than 5 fathoms ( $9^m1$ ) over it, which is steep-to at its outer edge, 10 extends at least three-quarters of a mile offshore. This bank was reported, in 1921, to extend considerably further offshore than indicated on the chart, and a vessel should give the mouth of the river a berth of at least three miles.

*Charts 1599, 1608, and 2836b.*

15

Cape Eski Stambul, on which there is a small sandhill of moderate height, lies about 10 miles northward of the mouth of Tuzla çay, the coast between being mostly sandy beach. The village of Dalyan (Talian) lies about half a mile eastward of the cape. Kaz dağ, 1,595 feet ( $486^m2$ ) high, stands about 6 miles south-south-eastward of 20 Cape Eski Stambul and 2 miles inland, and Mount Chigri, 1,648 feet ( $502^m3$ ) high, stands about 11 miles east-south-eastward of the same cape.

The remains of the ancient town of *Alexandria Troas* are situated a short distance south-eastward of Cape Eski Stambul, and the ancient 25 port of that town, now silted up, is separated from the sea by a strip of low land.

*Chart 1599.*

**Channel between Bozca ada and the coast.**—This channel is entered from southward between Cape Eski Stambul and Mermer 30 burnu (Cape Marinara), the southern extreme of Bozca ada (Tenedos), about  $4\frac{1}{2}$  miles west-north-westward. The southern end of this channel, northward of Suffren shoals is clear of dangers, but the northern end is contracted by Yukyeri shoals, Ocean rock, and Fener adası, between which there are passages. 35

On the eastern side of the channel, between Cape Eski Stambul and Kum burnu (Yukyeri point), about 5 miles northward, there is a bight, the shore of which is fringed by a bank with depths of less than 3 fathoms ( $5^m5$ ) over it, which extends as much as 6 cables offshore, about half a mile north-eastward of Cape Eski Stambul (*Lat.*  $39^{\circ} 46' N.$ , 40 *Long.*  $26^{\circ} 09' E.$ ); Yukyeri bay lies in the northern part of this bight.

A bank, with depths of less than 5 fathoms ( $9^m1$ ) over it, extends about  $1\frac{1}{2}$  miles north-westward of Cape Eski Stambul. Suffren shoals, consisting of two patches of rock and sand, with a least depth of 45  $2\frac{1}{2}$  fathoms ( $4^m1$ ) over the southern patch, and  $2\frac{1}{2}$  fathoms ( $4^m6$ ) over the northern patch, are situated near the western edge of the northern end of this bank.

The gap close eastward of Paleo Kastro open westward of Kum burnu, bearing more than  $009^{\circ}$ , leads about  $1\frac{1}{2}$  cables westward of 50 Suffren shoals; see views on charts 1599 and 1608. The western extreme of Drepano, one of the Tavşan adaları (Rabbit islands), bearing  $347^{\circ}$ , and only just open eastward of Fener adası (Gadaro),

*Charts 1608, 1087, 224, 2836b, 2158b, 449.*

*Chart 1599.*

leads close westward of the shoals. Mermer burnu in line with Galley point, bearing  $270^{\circ}$ , leads about 6 cables northward of the shoals.

On the western side of the channel, Mermer burnu is rounded and  
 5 cliffy, with a small hill over it. Galley point, about 4 cables eastward of Mermer burnu, is the extremity of a narrow peninsula. Between Galley point and Oinos point, the eastern extreme of Bozca ada,  $1\frac{1}{2}$  miles north-eastward, the coast is fringed by a narrow, shallow bank. Oinos point is steep-to on its eastern side, but a bank, with  
 10 depths of less than 5 fathoms ( $9^m1$ ) over it, extends about  $1\frac{1}{2}$  cables from its northern side.

Between Oinos point and Tar point, about  $1\frac{1}{2}$  miles northward, the coast of Bozca ada is indented with small shallow bays, separated by rocky points, each of which is fringed by a narrow, shallow bank.  
 15 A shoal, with a depth of 4 fathoms ( $7^m3$ ) over its northern end, weed, lies from 2 to  $3\frac{1}{2}$  cables south-south-eastward of Tar point and about a quarter of a mile offshore.

Between Tar point and the southern entrance point of Port Tenedos, about three-quarters of a mile north-north-westward, the coast is  
 20 broken by cliffy points and is fringed by a shallow bank, with depths of less than 5 fathoms ( $9^m1$ ) over it, as much as  $1\frac{1}{2}$  cables wide in places; an islet lies on this bank about 4 cables northward of Tar point and a cable offshore.

*Chart 1608, plan of Port and Town of Tenedos.*

25 Sana point (Lat.  $39^{\circ} 50' N.$ , Long.  $26^{\circ} 05' E.$ ), the north-eastern extreme of Bozca ada, lies about half a mile north-westward of the southern entrance point of Port Tenedos; a peninsula, from which a mole extends about a cable eastward, separates two bights, midway between these points, the south-eastern bight being Port Tenedos.  
 30 Ku castle, which is white, stands on the peninsula on the northern side of Port Tenedos.

Mount Sana, 385 feet ( $117^m3$ ) high, with a monastery on its summit, is situated about 4 cables south-westward of Sana point, and the town of Tenedos, which is connected to the general telegraph system,  
 35 lies at its eastern foot.

Small supplies of provisions may be obtained.

*Chart 1599.*

The channel between Bozca ada and the coast of Asia Minor is entered from northward between Sana point and Kum burnu, page  
 40 397, about 3 miles eastward. Fener or Eşek adası (Gadaro), with Little Gadaro, an islet, one cable westward of it, lie on a rocky bank, the western end of which is situated about a mile eastward of Sana point and its eastern end about 2 cables further eastward. Fener adası is 30 feet ( $9^m1$ ) high, and both it and Little Gadaro have a red  
 45 appearance.

The passage between the shoal surrounding Fener adası, and the mole extending from the northern side of Port Tenedos, which is three-quarters of a mile wide, is the most frequented; it is free from dangers and easy of access.

50 Ocean rock, with a depth of  $2\frac{1}{2}$  fathoms ( $5^m0$ ) over it, lies about 6 cables east-north-eastward of Fener adası lighthouse; the rock is surrounded by a bank, with depths of less than 5 fathoms ( $9^m1$ ) over it, about a cable wide. The three mills at the south-eastern end of the town of Tenedos, in line with the north-western extreme

*Charts 1608, 1087, 224, 2836b, 2158b, 449.*

*Chart 1599.*

of Fener adası, bearing 241°, leads north-westward of Ocean rock, and also Yukyeri shoals.

The passage between the banks surrounding Fener adası and Ocean rock, in depths greater than 5 fathoms (9<sup>m</sup>1), is about 3 cables wide. 5

Yukyeri shoals, composed of sand and rock, and with depths of less than 5 fathoms (9<sup>m</sup>1) over them, extend about a mile west-north-westward, and about three-quarters of a mile west-south-westward of Kum burnu; several of the shoals are detached and have depths of less than 3 fathoms (5<sup>m</sup>5) over them, and some detached patches, 10 with depths of 5 fathoms (9<sup>m</sup>1) over them, lie a short distance off the south-western side of the shoals; the positions of these detached patches can best be seen on the chart. Petro islet in line with the south-western extreme of Fener adası (*Lat.* 39° 50' N., *Long.* 26° 06' E.), bearing 292°, leads south-westward of these shoals. 15

The narrow passage between the bank surrounding Ocean rock and the western edge of Yukyeri shoals, in which the depths are greater than 5 fathoms (9<sup>m</sup>1), and which is only 1½ cables wide, is not recommended in consequence of the difficulty in distinguishing the edges of the shoals on either side. 20

**Lights.**—A light is exhibited, at an elevation of 190 feet (57<sup>m</sup>9), on Mermer burnu.

A light is exhibited, at an elevation of 19 feet (5<sup>m</sup>8), from a wooden pyramidal structure, 13 feet (4<sup>m</sup>0) in height, on the head of the break-water on the southern side of the entrance to Port Tenedos. 25

A light is exhibited, at an elevation of 59 feet (18<sup>m</sup>0), from a white tower and building with a red roof, 29 feet (8<sup>m</sup>8) in height, on Fener adası.

**Anchorage.**—A vessel may anchor off any part of the coast in calm weather, but with fresh northerly or north-westerly winds, it would be prudent to anchor in Yukyeri bay, southward of Kum burnu and about three-quarters of a mile offshore, in a depth of 7 fathoms (12<sup>m</sup>8), mud and sand, with Fener adası bearing about 297°, and Kum burnu bearing 348°, or if necessary, a little further in. 30

**Landing.**—See Caution, page 383. 35

*Chart 1608, plan of Port and Town of Tenedos.*

**Port Tenedos.**—**Anchorage.**—**Telegraph cables.**—The bottom in Port Tenedos, page 398, consists of sand and weed. The mole projecting from the northern entrance point shelters the port from northerly winds, known as Tramontanes. 40

A large vessel may anchor about 2 cables eastward of the mole head in a depth of about 9 fathoms (16<sup>m</sup>5), sand and weed. This anchorage, though affording shelter from west and south, is much exposed to northerly and north-easterly winds, and a vessel should be prepared for sudden shifts of wind north-eastward. A small vessel 45 may find a berth just southward of the mole, and as far in as her draught will admit. As the current nearly always sets southward, vessels rarely swing with their heads in that direction, even with a southerly breeze. 50

*Chart 1599.*

The best anchorage for a man-of-war is in a depth of 12 fathoms (21<sup>m</sup>9), with Tar point bearing 240° and Fener adası lighthouse bearing 352°.

Several telegraph cables are landed at Tenedos, in consequence

*Charts 1608, 1087, 224, 2836b, 2158b, 449.*

*Chart 1599.*

of which anchorage is prohibited as follows :—(a) westward of a line drawn in a 000° direction from Ku castle ; (b) southward of a line drawn in a 115° direction from the light on the breakwater (*Lat.* 39° 50' N., *Long.* 26° 05' E.). These lines are indicated on the chart by pecked lines.

**Current.**—The current in the channel between Bozca ada and the coast usually sets southward at a rate of from 1½ to 2 knots ; with reference to this statement, extracts from the remarks of the 10 navigating officer of H.M.S. *Polyphemus*, in September, 1894, are given below :—

“ It is worthy of notice that the current between Bozca ada and the mainland, which usually sets southward at a rate of from 1½ to 2 knots, is entirely checked by a moderate breeze, of force 4, from 15 northward.

“ I carefully noticed this during our stay of 11 days and without a single exception the current was entirely checked directly the wind sprang up from northward to north-north-eastward.

“ I can only suppose that the wind deflects the current further 20 north than Bozca ada so as to cause the stream to pass westward of the island, or perhaps splitting on its northern coast to flow round each side.”

**Directions.**—A vessel when working northward in the channel between Bozca ada and the mainland will avoid the sea and find 25 less current by keeping in the bight between Cape Eski Stambul and Kum burnu, on the eastern side, but care should be taken not to stand too close in as the shore is bordered all along by shallow water.

**Bozca ada.**—**General description.**—Bozca ada (Tenedos), attains 30 its greatest elevation about 3½ cables south-south-westward of Mela point, situated about three-quarters of a mile north-westward of Sana point, page 398, where Mount Elias, a conical hill, 625 feet (190<sup>m</sup>5) high, is conspicuous from westward. Mount Sana, about 6 cables east-south-eastward of Mount Elias, is described on page 398. The 35 island declines in height toward its western end.

The south-eastern and eastern side of the island are described on pages 397 to 399.

**Landing.**—See Caution, page 383.

**South-western side of Bozca ada.**—Between Mermer burnu 40 (*Lat.* 39° 47' N., *Long.* 26° 04' E.), page 397, and Saint Dimitri point, about 3½ miles north-westward, and as far as Ponent burun, the western extreme of the island, about 1½ miles further north-westward, the coast is indented, and foul ground extends as much as 3½ cables offshore in places.

45 **Anchorage.**—The best anchorage off the south-western coast is reported to be about 1½ miles north-westward of Mermer burnu, and southward of the tumulus indicated on the chart. The holding ground is mud and sand ; there is a good natural landing place here.

**Light.**—A light is exhibited, at an elevation of 72 feet (21<sup>m</sup>9), from 50 a white masonry tower on a point about 2 cables south-eastward of Ponent burun.

**Northern side of Bozca ada.**—**Off-lying dangers.**—Between Ponent burun and Mela point, 4½ miles eastward, a bank, with depths of less than 3 fathoms (5<sup>m</sup>5) over it, extends offshore ; this bank

*Chart 1599.*

is as much as three-quarters of a mile wide at distances of  $1\frac{1}{2}$  and  $2\frac{1}{2}$  miles, respectively, eastward of Ponent burun. Kheraki, an islet, with an above-water rock close off its north-eastern side, lies on this bank about  $1\frac{1}{2}$  miles east-north-eastward of Ponent burun and 3 cables 5 offshore. About  $1\frac{1}{2}$  miles further eastward, a group of above-water and sunken rocks lie on the same bank, from  $1\frac{1}{2}$  to 7 cables offshore.

Streblos, an islet, is situated on a rocky part of the coastal bank, about a mile west-north-westward of Mela point and 3 cables offshore; depths of less than 3 fathoms (5m5) extend 2 cables north-north- 10 eastward of Streblos.

Shimal bank, which is rocky, and on which there are several detached patches with depths of less than 5 fathoms (9m1) over them, extends off the stretch of coast described above. There are depths of less than 5 fathoms (9m1) over this bank at a distance of one mile west- 15 north-westward, and a distance of  $1\frac{1}{2}$  miles north-north-westward of Ponent burun.

Shimal rock, with a least depth of  $2\frac{1}{2}$  fathoms (4m6) over it, lies on Shimal bank, about  $2\frac{1}{2}$  miles north-eastward of Ponent burun and  $1\frac{1}{2}$  miles offshore; depths of less than 10 fathoms (18m3) extend 20 about three-quarters of a mile northward of Shimal rock. The northern edge of the ruined village of Yeni-shehr, about  $1\frac{1}{2}$  miles south-westward of the southern entrance point of Çanakkale boğazı (Dardanelles), in line with the south-eastern extreme of Mavro, the largest of Tavşan adaları, bearing  $056^\circ$ , leads north-westward of Shimal 25 bank.

A sunken obstruction, over which there is a depth of 5 feet (1m5), was reported, in 1923, to lie about 3 miles north-eastward of Ponent burun and about three-quarters of a mile eastward of Shimal rock.

Talbot rock, with a least depth of 3 feet (0m9) over it, is the shoalest 30 part of a rocky shoal, the northern end of which lies about 4 cables northward of Mela point. The shoal extends in a south-south-westerly direction, and its southern end lies about 2 cables offshore; it is steep-to on its northern and western sides.

Petro, an islet (*Lat.  $39^\circ 51' N.$ , Long.  $26^\circ 04' E.$* ), lies about  $3\frac{1}{2}$  cables 35 north-north-eastward of Mela point and is surrounded by a narrow bank, with depths of less than 5 fathoms (9m1) over it.

**Coast.**—Between Kum burnu and Beşike (Bashika) point, where there is a bluff, about  $4\frac{1}{2}$  miles north-north-eastward, the coast is for the greater part cliffy and backed by hilly land, but for  $1\frac{1}{2}$  miles 40 southward of the bluff, the coast is low, with a marshy plain within it and is bordered by a shallow bank which is as much as  $4\frac{1}{2}$  cables wide. Alçı Tepe (Achi Baba) (chart 1608), on the northern side of the entrance to Çanakkale boğazı, in line with Taşlı burun (Demetrios point), bearing  $026^\circ$ , leads westward of this bank. 45

Beşike or Koca limanı (Bashika bay) lies between Beşike point and a point about  $2\frac{1}{2}$  miles southward. This bay is considered a safe summer anchorage, but the holding ground is uncertain in some parts, and as several of H.M. ships have dragged their anchors during both north-north-easterly and south-south-westerly winds, great 50 attention is required when lying here.

Ujek Tepe, an artificial, conical mound or tumulus, 284 feet (86m6) high, situated about 2 miles south-eastward of Beşike point, is conspicuous. The hilly land west-south-westward of Ujek Tepe terminates

*Charts 1608, 1087, 224, 2836b, 2158b, 449.*

*Chart 1599.*

at the coast in white cliffs, with sandy beach between them. A fort stands at an elevation of 75 feet (22<sup>m</sup>9), about 1½ cables southward of the northern end of the white cliffs, and there is a ruined fort close  
5 north-north-westward of it.

Paleo Kastro, standing on the bluff at Beşıke point, is a ruined castle only a few feet above the ground, and the bluff is small and rounded with the upper edge of the cliff 30 yards (27<sup>m</sup>4) within the base, which is fringed by a narrow reef on which there are large  
10 boulders. The inner edge of the bluff slopes down eastward for about 100 yards (91<sup>m</sup>4), where it forms a dip or valley with a spur from Beşıke (Bashik) Tepe, a conspicuous, artificial, conical mound, situated about 4 cables east-north-eastward. See view facing this page.

15 **Anchorage.—Telegraph cable.**—A vessel may anchor in Beşıke limanı where convenient, but a berth recommended is in a depth of 10 or 11 fathoms (18<sup>m</sup>3 or 20<sup>m</sup>1), mud, about three-quarters of a mile offshore, with Seddülbahir, on the northern side of the entrance to Çanakkale boğazi, bearing about 013°, and just open westward of  
20 Beşıke point; the south-western extreme of Phido, bearing about 297°; Ujek Tepe bearing about 079° and open northward of the white cliffs; and Fener adası lighthouse bearing 215°.

Small vessels may obtain shelter from northerly winds in a depth of 5 or 6 fathoms (9<sup>m</sup>1 or 11<sup>m</sup>0) at a distance of 3 or 4 cables offshore.  
25 The water is sufficiently clear at times to admit of the cable being seen on the bottom in a depth of 8 or 9 fathoms (14<sup>m</sup>6 or 16<sup>m</sup>5).

A telegraph cable is landed on a beach about 2 miles northward of Kum burnu and is indicated by a stone pillar; a vessel should avoid anchoring in the vicinity.

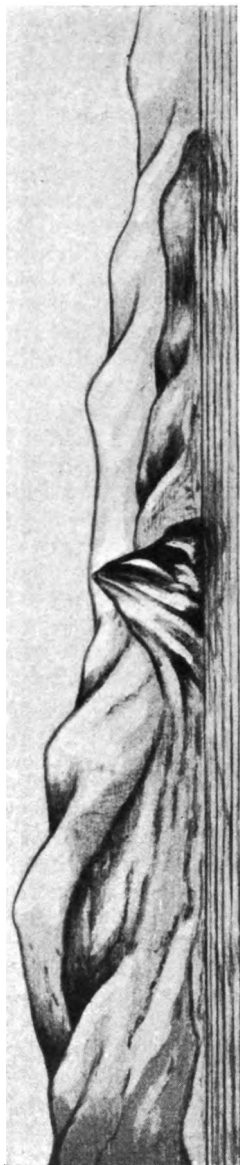
30 The bay is a good place for boat sailing, and though it often blows hard, there is not generally too much swell or current. Snipe are to be shot in great numbers in this locality after August, fine cock after November, following northerly or north-easterly winds, and duck and geese also come with the hard weather; hares are also large and  
35 abundant.

**Landing.**—See Caution, page 383.

**Current.**—In the outer part of Beşıke limanı, the current at times runs southward at the rate of 1½ knots and occasionally 2 knots, but its strength is less inshore, and occasionally an eddy sets northward.  
40 It is much influenced by the force and direction of the wind.

**Off-lying islets and dangers.—Bank.**—Tavşan adaları (Rabbit islands) are a group of islands with several shallow, rocky patches lying off them. Phido (*Lat.* 39° 55' N., *Long.* 26° 06' E.), the south-easternmost islet lies about 3 miles westward of Beşıke point.

45 Phido and Drepano, another islet, about a quarter of a mile westward, lie on a shallow, rocky bank, which extends 1½ cables eastward of the former and about the same distance west-north-westward of the latter; a spit, with a depth of 4 fathoms (7<sup>m</sup>3) over it, extends about 2 cables further west-north-westward from Drepano and a detached  
50 shoal, with a depth of 2½ fathoms (5<sup>m</sup>0) over it, lies close northward of this spit and 2 cables north-westward of the islet. The northern edge of the ruined village of Yeni-shehr, bearing 054°, and open south-eastward of Mavro, leads westward of the spit. The passage between the banks, with less than 5 fathoms (9<sup>m</sup>1) over them, which extend



Beşik point bearing about  $176^{\circ}$ , 4 miles.  
(*Original dated 1877.*)





*Chart 1599.*

from these islets and Mavro, is only about 2 cables wide at its western end. A vessel may anchor in any part of this passage for shelter during northerly winds. In order to steer, as near as possible, a mid-channel course, a vessel should keep the southernmost part of the village of Yeni köy in line with a peaked hill in the interior, bearing 081°. The current here sets westward.

Aldridge rock, over which there is a depth of 5 fathoms (9<sup>m</sup>1), lies half a mile east-south-eastward of Phido.

Mavro, the largest island of the group, lies with its eastern extreme about a mile north-north-westward of Phido; it is about 140 feet (42<sup>m</sup>7) high at its western end, where it is clifty. There is a cairn on some cliffs on the south-eastern side of the island, about half a mile south-westward of its eastern extreme, and there is a landing pier close eastward of the south-western extreme of the island. On the northern side, about half a mile westward of the eastern extreme, there is a chapel with a farm close southward of it.

Mavro is surrounded by above-water and sunken rocks lying close offshore, and by a bank, with depths of less than 5 fathoms (9<sup>m</sup>1) over it, which extends, in the form of spits, 4 cables off the southern side, 7 cables off the south-western extreme, and about a mile off the northern side of the island. Praso, an islet, 22 feet (6<sup>m</sup>7) high, lies a quarter of a mile off the south-western extreme of Mavro, connected to it by a reef; Mikro, an islet, lies on this reef close off Mavro.

Smith shoal, with a depth of 3 fathoms (5<sup>m</sup>5) over it, lies 3 cables westward of Praso on the outer end of one of the spits extending from the coastal bank previously mentioned.

Aird shoals, composed of hard sand interspersed with rock and over which there is a least depth of 1½ fathoms (2<sup>m</sup>3), lie on the spit extending from the northern side of Mavro, with their southern end about half a mile north-north-westward of the eastern extreme of the island. The passage between these shoals and the shallow bank fringing the coast of Mavro is 3 cables wide and carries a depth of 3½ fathoms (5<sup>m</sup>9), rock. The current here sets strongly south-westward, *see* page 404. The western extreme of Fener adası in line with the eastern extreme of Phido, bearing 176°, leads eastward of Aird shoals.

Mansell shoal, with a 3-fathom (5<sup>m</sup>5) patch near its south-eastern end and a similar patch near its north-western end, half a mile distant, lies with the former patch about 8 cables northward of Mavro light-house. The eastern extreme of Bozca ada, bearing 168°, and open westward of Praso, leads westward of Mansell shoal.

Loney bank, with a least depth of 7 fathoms (12<sup>m</sup>8) over it, lies about 2½ miles north-north-eastward of the eastern extreme of Mavro.

**Light.**—A light (*Lat.* 39° 56' N., *Long.* 26° 04' E.) is exhibited, at an elevation of 147 feet (44<sup>m</sup>8), from a white tower and dwelling on the summit of Mavro.

**Landing.**—*See* Caution page 383.

**Coast.**—Between Beşike point and Cape Yeni-shehr, 4½ miles north-north-eastward, the coast is clifty and fringed with sand and rocks, on which it is difficult to land. The coastal bank, with depths of less than 5 fathoms (9<sup>m</sup>1) over it, for a distance of 3½ miles north-north-eastward of Beşike point, is a quarter of a mile wide in places; further northward, the coastal bank widens and a short distance southward of Cape Yeni-shehr it is as much as three-quarters of a

*Chart 1599.*

mile wide. This part of the bank, was reported, in 1906, to be extending. A detached shoal, with a depth of  $2\frac{1}{2}$  fathoms ( $4^m6$ ) over it, lies on the coastal bank, about a mile south-westward of Cape 5 Yeni-shehr and half a mile offshore. This shoal and the western edge of the bank extending from Cape Yeni-shehr are covered by the *red* sector of Helas burnu light, between the bearings of  $350^\circ$  and  $010^\circ$ .

The village of Yeni köy, situated on a hill 180 feet ( $54^m9$ ) high, lies  $1\frac{1}{2}$  miles north-north-eastward of Beşike point, and Taşlı burun 10 (Demetrios point) lies about  $1\frac{1}{2}$  miles further northward; close eastward of Taşlı burun there is a tumulus, 210 feet ( $64^m0$ ) high. The village of Yeni-shehr, which is in ruins, lies close to the coast, a short distance southward of Cape Yeni-shehr.

Cape Yeni-shehr can be distinguished by a hill, about 230 feet 15 ( $70^m1$ ) high, with a large house on its summit, situated northward of the village. The cape is steep towards the sea but terminates in a low point. About half a mile north-eastward of the cape there are two conspicuous tumuli, which are said to be the tombs of Achilles and Patroclus.

20 Kumkale, an old stone castle in ruins, stands on a low salient point about  $1\frac{1}{2}$  miles north-eastward of Cape Yeni-shehr. The coastal bank, with depths of less than 3 fathoms ( $5^m5$ ) over it, extends half a mile off this part of the coast, and depths of less than 5 fathoms ( $9^m1$ ) extend about a cable further offshore; close northward of 25 Kumkale the coastal bank is  $1\frac{1}{2}$  cables wide. This castle stands on the southern entrance point of Çanakale boğazı.

**Light.**—A light is exhibited, at an elevation of 38 feet ( $11^m6$ ), from a mast on a white house, 29 feet ( $8^m8$ ) in-height, situated on the western battery of Kumkale (*Lat.*  $40^\circ 00' N.$ , *Long.*  $26^\circ 12' E.$ )

30 **Anchorage.**—**Current.**—An anchorage which has been used by vessels waiting for a fair wind is situated southward of the bank extending off Cape Yeni-shehr. The best berth is in a depth of 12 fathoms ( $21^m9$ ), with Cape Yeni-shehr bearing  $033^\circ$ , and the tumulus close eastward of Taşlı burun bearing  $142^\circ$ .

35 A vessel may, however, anchor anywhere eastward of Bozca ada and Tavşan adaları during a calm, but a sailing vessel should not hesitate to anchor in mid-channel to prevent drifting with the current, but with a fresh northerly wind it is best to anchor in Beşike limanı or Yukyeri bay.

40 Northward of Tavşan adaları the current sets west-south-westward at the rate of  $2\frac{1}{2}$  knots, and between them and Bozca ada, it sets southward at a rate of from  $1\frac{1}{2}$  to 2 knots.

**Landing.**—*See* Caution, page 383, and Landing, page 405.

*Charts 1599 and 2429.*

45 **ENTRANCE TO ÇANAKKALE BOĞAZI AND APPROACHES.**—**Aspect.**—A vessel from south-westward bound up Çanakale boğazı (The Dardanelles) will first identify the entrance by the white cliffs of Helas or İlyas baba burnu (Cape Helles), which forms the northern entrance point of the strait, and on which stands 50 a lighthouse. The British National War Memorial, erected about a quarter of a mile north-eastward of the lighthouse, is conspicuous; it stands on the highest point at the southern end of the peninsula, which has an elevation of about 150 feet ( $45^m7$ ), and consists of an

*Charts 1608, 1087, 224, 2836b, 2214, 2158b, 449.*

*Charts 1599 and 2429.*

obelisk, 70 feet (21<sup>m</sup>3) in height. Another very conspicuous distinguishing mark on the European side, is Alçı Tepe (Achi Baba), 730 feet (222<sup>m</sup>5) high, about 5 miles north-eastward of Helas burnu; it appears as an isolated, conical peak. 5

On the southern side of the entrance there are the cliffs between Beşike point and Cape Yeni-shehr, page 403.

On a nearer approach, the ruined village of Seddülbahir (Seddul Bahr), on the northern side of the entrance, and that of Yeni-shehr, on the southern side, will be seen. Yeni-shehr is not fully seen by a vessel from southward until it bears about 045°; Kumkale will then also be visible. Seddülbahir stands on the slope of the hill forming Cape Greco; here are also the ruins of one of the old stone castles which gives its name to the village.

*Chart 2429.*

Helas burnu (*Lat.* 40° 03' N., *Long.* 26° 11' E.) is the middle one of three steep points of a white colour which together form the headland at the south-western extreme of Gelibolu (Gallipoli) peninsula. Teke burnu, the north-western point, lies about three-quarters of a mile north-westward of Helas burnu, and Cape Greco, the south-eastern point, about 6 cables east-south-eastward. The headland, though steep, is fringed by a flat of rock and sand, which extends about 1½ cables offshore between Teke burnu and Helas burnu. On the height close northward of Seddülbahir are the ruins of Shahim kalesi. The conspicuous obelisk, situated near Helas burnu is described above. The south-eastern side of Gelibolu peninsula forms the European shore of Çanakkale boğazi. See view A on chart 1608. 15

**Light.—Signal station.**—A light is exhibited, at an elevation of 164 feet (50<sup>m</sup>0), from a white stone tower on Helas burnu.

There is a signal station, consisting of a conspicuous white building with a flagstaff close by, situated on a hill north-eastward of Seddülbahir castle. 30

**Current.**—In the south-western entrance to Çanakkale boğazi, between Seddülbahir and Kumkale, the main current sets west-south-westward at an average rate of about 1½ knots, with a maximum of 3 knots. It is stronger on the Asiatic side and runs with considerable strength along the edge of the bank extending from Cape Yeni-shehr. 35

**Anchorage.—Pier.**—Vessels sometimes anchor between Helas burnu and Seddülbahir to await a fair wind, but it is a bad anchorage. The best berth is in a depth of 7 fathoms (12<sup>m</sup>8), sand, 4 cables offshore, with the southern point of Seddülbahir castle bearing about 072°. 40

There is a stone pier below the castle, which has a depth of 10 feet (3<sup>m</sup>0) alongside its southern face, but caution is necessary when approaching it, as it is protected by a stone mole terminating in a sunken lighter. 45

**Landing.**—Seddülbahir is the only place in Çanakkale boğazi, within the limits of this volume, where landing for the purpose of visiting the cemeteries in the vicinity, is permitted; see Caution, page 383. 50

**Repairs.**—A salvage vessel is stationed in Çanakkale boğazi. *Chart 2836b.*

**Directions.**—Approaching Çanakkale boğazi from south-westward,

*Charts 1599, 1608, 1087, 224, 2836b, 2214, 2158b, 449.*

*Chart 2836b.*

Bozca ada will first be sighted ; at night, the light on Ponent burun (*Lat. 39° 51' N., Long. 25° 58' E.*) will be seen. A vessel may pass between Bozca ada and Límnos or through the channel between Bozca  
 5 ada and the mainland. As Çanakkale boğazı is approached the current becomes strong, and at times it runs at such a rate as to oblige sailing vessels to anchor if the wind is light.

A sailing vessel working to windward, in order to clear Kéros bank off the eastern side of Límnos, should not get north-westward of a  
 10 line passing through Cape Ayía Iríni, the south-eastern extreme of Límnos, and Kephalo burun, the eastern extreme of İmroz adası. The bank, when in its vicinity, will probably be distinguished during the day by the discoloured water over it.

Southward of Kéros bank the current sets northward at the rate  
 15 of about a quarter of a knot.

*Chart 1599.*

If passing between Bozca ada and Tavşan adaları, a vessel should keep on the northern side of the channel, as the current sets west-south-westward towards Shimal rock. The northern edge of the ruined  
 20 village of Yeni-shehr, at the southern entrance of Çanakkale boğazı, in line with the south-eastern extreme of Mavro, bearing 056°, leads north-westward of Shimal bank. Having weathered Shimal bank, a vessel may seek an anchorage under Mavro or off the mainland.

If passing northward of Mavro, it will be prudent, in consequence  
 25 of the strength and uncertainty of the currents, to give the island, and the shoals off-lying it, a wide berth. The tumulus, 210 feet (64<sup>m</sup>) high, over Taşlı burun, in line with a peak inland, bearing 105°, leads well northward of Mansell and Aird shoals ; it should be observed that this mark also leads over Loney bank.

*30 Charts 1608 and 1087.*

A sailing vessel making Çanakkale boğazı should make short tacks near the southern side of İmroz adası, to avoid the influence of the current, and where the north-easterly winds generally draw more north-  
 35 ward ; the shore along this coast is free from dangers outside the distance of one mile.

If, in light winds, the strength of the current should render it necessary, a sailing vessel may obtain anchorage southward of İmroz adası. See page 408.

*Chart 1599.*

40 The channel between Bozca ada and the mainland is generally used by vessels coming from southward, the only danger on entering being Suffren shoals off Cape Eski Stambul, page 397, which should be given a wide berth. The passage most frequented at the northern end of the channel is that between Fener adası and the mole extending  
 45 from the northern side of Port Tenedos, page 399, but if it is intended to pass between Fener adası and Ocean rock, the islet should be given a berth of a quarter of a mile, and when the three windmills at the south-eastern end of the town of Tenedos open northward of Fener adası (*Lat. 39° 50' N., Long. 26° 06' E.*), a vessel can steer northward  
 50 as convenient.

The shallow bank extending off the coast close southward of Beşik point should be given a wide berth, and Phido should not be approached in a deep-draught ship nearer than one mile, so as to pass eastward of Aldridge rock. To pass eastward of Aird shoals, northward of

*Charts 1608, 1087, 224, 2836b, 2214, 2158b, 449.*

*Chart 1599.*

Mavro, a vessel should keep Fener adası, open eastward of Phido, bearing more than  $176^{\circ}$ .

Continuing northward, a vessel should alter course gradually, so as to give the point on which Kumkale stands a berth of 2 cables, taking care in running along the edge of the bank extending off Cape Yeni-shehr not to get into depths of less than 10 fathoms ( $18^m3$ ), as the depths decrease rapidly.

*Chart 2429.*

At night, Helas burnu light should not be brought to bear less than  $1016^{\circ}$  until Kumkale light bears more than  $092^{\circ}$ .

When the large village of Erenköy (Aren Kioi), situated  $6\frac{1}{2}$  miles eastward of Kumkale, on the side of a hill, opens northward of Kumkale, bearing  $085^{\circ}$ , course may be altered north-eastward.

Çanakkale boğazı is described in Black Sea Pilot. For the description of the western coast of Gelibolu peninsula, see page 411.

*Chart 1087.*

**Caution.**—With the exception of Límnos and the entrance to Çanakkale boğazı, the surveys on which chart 1087 is founded are imperfect.

**İMROZ ADASI.—General description.**—İmroz adası (Imbros) situated in the north-western approach to Çanakkale boğazı, lies with Kephalo burun, at the south-eastern end of the island, about  $9\frac{1}{2}$  miles north-westward of Teke burnu, page 405. The island is composed mainly of rocks of volcanic origin, but there are also important outcrops of sedimentary strata, the central portion of the island being a range of rocky domes and pinnacles of igneous origin, northward and southward of which lie fertile basins scored by hog-backed ridges. The northern coast is dominated by the highest ridge, rising above 1,500 feet ( $457^m2$ ). The central ridge is, for the greater part, over 1,000 feet ( $304^m8$ ) high, and Mount Elias (*Lat.*  $40^{\circ} 10' N.$ , *Long.*  $25^{\circ} 49' E.$ ), the summit, near the centre of the island, is 1,959 feet ( $597^m1$ ) high.

There are a few forest trees on İmroz and numerous olive and poplar groves; there is a striking contrast between the bare southern slopes and the rich verdure of the valleys in the interior.

The water is chiefly surface water and dries up in summer, but there are a few springs on the hillsides and drinking water is obtained from wells.

The villages are mostly built above the line of cultivation and the roofs of the houses are red. There are numerous chapels on the hills-tops and also windmills in the villages facing the sea.

İmroz (Panagia), the chief village, is situated about 2 miles inland on the eastern side of the island.

**Landing.**—See Caution, page 383.

*Chart 1608.*

**Current.**—Between Helas burnu and Kephalo burun, H.M.S. *Cardiff*, in September, 1920, experienced a current setting south-south-westward at the rate of  $1\frac{1}{2}$  knots. H.M.S. *London*, in September, 1930, when rounding Kephalo burun, at a distance of  $3\frac{1}{2}$  miles, from southward, experienced a southerly set of  $1\frac{1}{2}$  knots.

*Chart 1087.*

**Southern side of İmroz.**—The western part of the southern

*Chart 1087.*

coast of İmroz should be approached with caution, as there are one or two detached shoals, and it is fringed by a shallow bank.

- Avlaka burun (*Lat. 40° 07' N., Long. 25° 40' E.*), the western extreme of İmroz, lies about  $11\frac{1}{2}$  miles north-eastward of Cape Pláka, the north-eastern extreme of Límnos, page 395, the passage between being clear of dangers and deep.

Between Avlaka burun and a point, about 4 miles south-eastward, there is a bight; anchorage may be obtained in this bight, taking care to avoid a detached shoal, with a depth of 3 fathoms ( $5^m5$ ) over it, lying about 4 cables offshore, at a distance of 2 miles south-eastward of Avlaka burun, and also the shallow, rocky bank, about 3 cables wide, which fringes the coast from abreast the detached shoal to the south-eastern entrance point of the bight.

- Pirgos point, a clifly projection, 56 feet ( $17^m1$ ) high, extending about a cable south-eastward from the general line of the coast, lies about three-quarters of a mile east-north-eastward of the south-eastern entrance point of the above-mentioned bight. On the summit of Pirgos point there is a chapel, painted white, which is conspicuous from seaward, and close within it, there is a ruined chapel. The village of Pirgos is situated on the neck of land joining the point to the coast. Other conspicuous objects are a house, north-westward of the village, and the chapel, situated on the summit of a hill, 145 feet ( $44^m2$ ) high, which stands a short distance eastward of the eastern entrance point of the small bight formed in the coast immediately eastward of Pirgos point.

Foul ground, on which there are above-water and sunken rocks, extends about a cable southward and eastward of Pirgos point, and depths of less than 3 fathoms ( $5^m5$ ) exist about  $1\frac{1}{2}$  cables off the point.

- Convenient anchorage may be obtained, in fine weather, in the small bight eastward of Pirgos point, in depths of from 5 to 10 fathoms ( $9^m1$  to  $18^m3$ ), at a distance of from  $2\frac{1}{2}$  to 5 cables off the head of the bight, sand and good holding ground. During north-easterly gales, a heavy sea runs into the anchorage, and a strong current sets westward.

A pier, with a depth of 4 feet ( $1^m2$ ) at its outer end, is situated eastward of Pirgos point.

Pirgos iskelesi is situated at the point  $1\frac{1}{2}$  miles eastward of Pirgos point.

- Current.**—The current round the western end of İmroz is variable; a strong current has been observed setting eastward along the southern coast.

*Chart 1880, plan of Kephalo bay and Cape Aliki anchorage.*

- Aliki anchorage.**—Cape Aliki lies about  $9\frac{1}{2}$  miles east-north-eastward of Pirgos point. Aliki anchorage is situated off the bight between Cape Aliki and Wedge point, 2 miles westward.

On approaching this anchorage, Cape Aliki, Ark Royal bluff, about 6 cables west-north-westward, and the chapel on the coast, about a mile further westward, are conspicuous. Aliki lake, which is brackish, lies within Cape Aliki; the lake is gradually filling up with sand, and nearly dries in summer.

Vessels often take shelter from northerly winds by anchoring off Cape Aliki, southward of Aliki lake. A shoal, with a depth of less than 5 fathoms ( $9^m1$ ) over it, extends about 4 cables south-south-



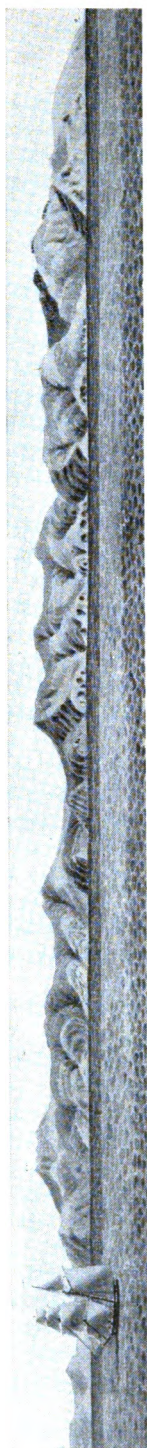




*1,643-foot  
peak.*

*Mt. Elias,  
bearing about 277°.*

Imroz from about 6 miles eastward.  
(Original dated about 1832.)



*1,878-foot  
peak.*

*Mt. Elias,  
bearing about 115°.*

North-western coast of Imroz from westward.  
(Original dated about 1832.)

*Avlaka point,  
bearing 185°, 5½ miles.*



*Mt. Elias bearing  
about 212°, 16 miles.*

Northern coast of Imroz from about 10 miles northward.  
(Original dated about 1832.)

*Chart 1880, plan of Kephalo bay and Cape Aliki anchorage.*

eastward of the cape, and, about  $1\frac{1}{2}$  miles westward of the cape, above-water and sunken rocks project about  $3\frac{1}{2}$  cables offshore.

Vessels of deep draught should not proceed into depths of less than 9 fathoms ( $16^m5$ ). 5

**Coast.**—Between Cape Aliki and Kephalo burun (*Lat.*  $40^{\circ} 09' N.$ , *Long.*  $26^{\circ} 01' E.$ ), about  $3\frac{1}{2}$  miles north-eastward, a bank, over which there are depths of less than 10 fathoms ( $18^m3$ ), extends about  $1\frac{1}{2}$  miles offshore.

*Chart 1087.* 10

**North-western side of İmroz.**—The north-western coast of İmroz is clear of dangers outside a distance of a quarter of a mile off-shore, but it affords no anchorage, being steep to almost everywhere. See views facing this page.

Welcome point, the north-eastern extreme of İmroz is a bold, cliffy headland, 351 feet ( $107^m0$ ) high, and steep to. 15

There is a small boat harbour at Kastro, situated  $2\frac{1}{2}$  miles westward of Welcome point.

**Current.**—See page 408.

**Eastern side of İmroz.**—There are two bays on the eastern side of İmroz, Kephalo bay lies at the southern end westward of the cape of the same name, and Kusu bay, which lies between Grafton point, situated about 4 miles north-north-westward of Kephalo burun, and Welcome point, about  $1\frac{1}{2}$  miles further north-westward. 20

*Chart 1880, plan of Kephalo bay and Cape Aliki anchorage.* 25

**Kephalo bay.**—**Beacon.**—Kephalo burun, mentioned above, though much lower than the lofty land westward of it, is about 90 feet ( $27^m4$ ) high; it is the north-eastern termination of a level tongue of land, elevated about 100 feet ( $30^m5$ ), projecting in a north-easterly direction from the south-eastern end of İmroz, to which it is connected by a sandy isthmus. A coastal bank of sand and rock, over which there are depths of less than 5 fathoms ( $9^m1$ ), extends about half a mile from the eastern side of the cape and about 3 cables from its northern and north-western sides; northward of this bank, there are detached shoals, one with a depth of  $4\frac{1}{2}$  fathoms ( $8^m7$ ) over it, lies half a mile north-eastward of Kephalo burun lighthouse, and another with a depth of 5 fathoms ( $9^m1$ ) over it, lies at a distance of  $3\frac{1}{2}$  cables northward of the lighthouse. There are also two detached 2-fathom ( $3^m7$ ) patches lying on the coastal bank, about 3 cables west-north-westward of the lighthouse. See view facing this page. 30  
35  
40

Kephalo bay, situated between Kephalo burun and a point about 2 miles west-north-westward, affords good anchorage for all descriptions of vessels, in depths of from 5 to 10 fathoms ( $9^m1$  to  $18^m3$ ), sand, except during bad weather from northward.

Foul cove lies on the south-eastern side of Kephalo bay, between Kephalo burun and Cliff point, which is 95 feet ( $29^m0$ ) high and conspicuous, about a mile south-westward. The cove is encumbered with shoals, the position of which can best be seen on the chart. The coast of Foul cove consists of yellow cliffs which continue for a distance of half a mile southward of Cliff point. 45  
50

Between the western entrance point of Kephalo bay and Rocky point, about a mile southward, there is a bight, off the head of which a bank, with depths of less than 5 fathoms ( $9^m1$ ) over it, extends for about 3 cables. The coast of the bight consists of alternate stretches

*Charts 1608, 1087, 224, 2836b, 2158b, 449.*

*Chart 1880, plan of Kephalo bay and Cape Aliki anchorage.*

of sand and rock and is backed by bare rocky slopes. Rocky point is a somewhat conspicuous mass of black boulders; close off the point there are three wrecks together, portions of which, in 1930, were above water.

A beacon, consisting of a pile of stones, surmounted by a wooden pillar, the whole painted white, stands  $3\frac{1}{2}$  cables north-westward of Rocky point, at an elevation of 104 feet ( $31^m7$ ). A windmill stands on a hill, 94 feet ( $28^m7$ ) high, situated northward of Aliki lake, about 10 a mile south-south-westward of Rocky point.

The head of Kephalo bay is sandy and backed by numerous low sandhills, and the depths extending off it are uneven; a detached, rocky shoal, with a depth of  $4\frac{1}{2}$  fathoms ( $8^m7$ ) over it, lies about  $4\frac{1}{2}$  cables north-westward of Cliff point and about a cable northward of the outer end of a spit, with depths of less than 5 fathoms ( $9^m1$ ) over it, which extends as much as three-quarters of a mile from the head of the bay.

**Light.**—A light (*Lat.*  $40^\circ 10' N.$ , *Long.*  $26^\circ 01' E.$ ) is exhibited, at an elevation of 74 feet ( $22^m6$ ), from a white iron tower, about 8 feet 20 ( $2^m4$ ) in height, on the northern extreme of Kephalo burun.

**Anchorage.**—A good berth for a large vessel is in a depth of  $7\frac{1}{2}$  fathoms ( $13^m7$ ), sand, with the windmill on the hill northward of Aliki lake, bearing  $227^\circ$ , and Cliff point bearing  $105^\circ$ . Generally speaking the holding ground is good and composed of fine sand, but 25 it is not so good in the south-eastern part of the bay as in other parts.

It is a perfectly safe anchorage during a southerly gale, but the usual precaution is necessary against a sudden shift north-westward, and vessels should be prepared to proceed to Aliki anchorage directly a shift of wind occurs.

30 Foul cove should be avoided as an anchorage.

Oruba cove, on the southern side of Rocky point, affords good shelter, in northerly gales, for boats and small craft up to 100 tons; landing is possible at the remains of two jetties, where there is a depth of about  $1\frac{1}{2}$  feet ( $0^m4$ ), situated on the north-western side of the cove.

35 **Directions.**—On approaching Kephalo bay from eastward, the cape of that name should be given a berth of at least one mile. After rounding the cape, a vessel should steer westward until the windmill on the hill northward of Aliki lake, bears  $227^\circ$ , when the anchorage may be approached on that bearing.

40 *Chart 1087.*

**Kusu bay.**—This bay, situated at the north-eastern end of İmroz, is open north-eastward and eastward, but affords anchorage in fine weather and with southerly winds; the bottom is sand with good holding ground. A vessel should be prepared to leave in the event 45 of a wind freshening from northward, as a heavy sea is quickly raised with the wind from that direction.

Grafton point, the south-eastern entrance point, is a bold headland, with a rock, 36 feet ( $11^m0$ ) high, projecting from it. Welcome point, the north-western entrance point, is described on page 409. There 50 are depths greater than 10 fathoms ( $18^m3$ ) at a distance of  $1\frac{1}{2}$  cables off Grafton point, and within a distance of one cable off the eastern side of Welcome point. Off the head of Kusu bay, the depths decrease evenly from 10 fathoms ( $18^m3$ ), at a distance of 4 cables offshore, to 3 fathoms ( $5^m5$ ), at a distance of 2 cables offshore. Turk reef is a

*Charts 1608, 1087, 224, 2835b, 2158b, 449.*



To face page 411.



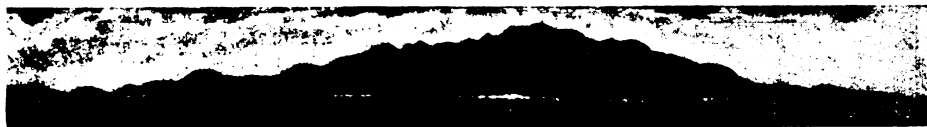
*Büyük Kemikli burnu,  
bearing 078°, 7 miles.*

Gelibolu peninsula.  
(Original dated 1912.)

*Chart 1087.*

low point of flat rock situated at the head of the bay, 7 cables southward of Welcome point; the hills in rear of the point consist of a kind of grey shale. A rock, one foot (0<sup>m</sup>3) high, lies about 1½ cables northward of Turk reef, and a shoal, which is clearly visible in fine weather on account of the discoloration of the water over it, extends 70 yards (64<sup>m</sup>0) seaward of the rock. 5

**SAMOTHRÁKI.—Lights.**—Samothráki, an island, lies with Cape Kípos (*Lat.* 40° 25' N., *Long.* 25° 42' E.), its south-eastern extreme, about 15 miles north-westward of Welcome point, the north-eastern extreme of Imroz; Mount Fengári, the summit, near the centre of the island, is 5,253 feet (1,601<sup>m</sup>1) high. The coast is fringed in places by sunken rocks lying close offshore. The island has no port or roadstead, but occasionally anchorage may be found on its south-western side. *See view.* 15

*Mt. Fengári.*

Samothráki from northward.  
(Original dated about 1832.)

Akrotíri, the western extreme of the island, is very low, and extends for a distance of about 1½ miles from the general line of the coast. Great caution must be observed at night in its vicinity, as the proximity of the high land renders any judgment of distance doubtful.

Kamariótissa bay, at the head of which there is a pier, lies between Akrotíri and a point about 1½ miles east-north-eastward. 20

A light is exhibited, at an elevation of 46 feet (14<sup>m</sup>0), on Akrotíri.

A light is exhibited at the head of the pier in Kamariótissa bay.

**Off-lying rock.**—Zouráfa (Zurafa) rock, situated about 6½ miles eastward of Cape Ángistrón (Skepasto), the eastern extreme of Samothráki, is a dangerous ledge about 100 feet (30<sup>m</sup>5) long, of which the greater part is awash, but in two places, about 50 feet (15<sup>m</sup>2) apart, it is above water. At the western end, the summit, a small sharp head, is 2 feet (0<sup>m</sup>6) high; the other part above water is a flat surface in the centre of the rock, about one foot (0<sup>m</sup>3) high. 30

Zouráfa rock has not been thoroughly examined; it is surrounded by a bank, over which there are depths of less than 20 fathoms (36<sup>m</sup>6), and appears to be fairly steep-to. The rock breaks with a moderate south-westerly wind and short sea.

**Current.**—The current at Zouráfa, rock has been observed to set eastward at the rate of 2 knots. 35

*Chart 2429.*

**COAST OF TURKEY.**—The western coast of the Gelibolu peninsula between Teke burnu, page 405, and Büyük Kemikli burnu (Cape Suvla), about 16 miles north-north-eastward, consists for the first part of cliffs and then of sand, backed by hills in the interior, varying from 230 to 950 feet (70<sup>m</sup>1 to 289<sup>m</sup>6) in height. *See view facing this page.* 40

*Charts 224, 2836b, 2214, 2158b, 449.*

*Chart 1608.*

A shoal, with a depth of  $3\frac{1}{2}$  fathoms ( $5^m9$ ) over it, and steep to on its western side, was reported, in 1934, to lie in a position about  $6\frac{1}{2}$  miles north-north-eastward of Teke burnu and about a mile offshore. This shoal has not been examined and vessels are recommended to give the coast in this vicinity a wide berth.

*Chart 1087.*

For a distance of about  $3\frac{1}{2}$  miles south-eastward of Küçük Kemikli burnu (Niebruniessi point), situated about  $1\frac{1}{2}$  miles south-south-eastward of Büyük Kemikli burnu, there is a shelving beach of hard sand, admirably adapted for landing, behind which there is a cultivated plain; the water courses are dry in summer.

Two conspicuous monuments stand on the ridge about  $4\frac{1}{2}$  miles south-eastward of Küçük Kemikli burnu (*Lat.*  $40^{\circ} 17' N.$ , *Long.*  $26^{\circ} 14' E.$ ) and  $1\frac{1}{2}$  miles apart. The north-eastern one, erected to commemorate the services of the New Zealand contingents on the peninsula, in 1915, is about 80 feet ( $24^m4$ ) in height. The one nearer the coast, Lone Pine Memorial, erected in memory of "The Missing," is about 45 feet ( $13^m7$ ) in height.

**Landing.**—See Caution, page 383 and Landing, page 405.

**Current.**—Off the western coast of the Gelibolu peninsula, the usual set of the current is north-north-westward, at the rate of about  $1\frac{1}{2}$  knots; it is, however, much influenced by the prevailing wind.

*Chart 1880, plan of Suvla bay.*

**Küçük Anafarta limanı.**—Küçük Anafarta or Suvla limanı lies between Küçük Kemikli burnu and Büyük Kemikli burnu; it forms a good summer anchorage in depths of from 5 to 12 fathoms ( $9^m1$  to  $21^m9$ ), sand, sheltered from northerly, easterly, and southerly winds. Depths of less than 5 fathoms ( $9^m1$ ) extend about  $3\frac{1}{2}$  cables westward of Küçük Kemikli burnu, and a detached 3-fathom ( $5^m5$ ) patch lies about  $3\frac{1}{2}$  cables west-south-westward of the same point.

On the south-eastern side of the bay, there is a bight between Küçük Kemikli burnu and Cape Campbell, about three-quarters of a mile north-eastward. The shore of this bight consists of low cliffs and it is fringed by above-water and sunken rocks lying close offshore. Berridge bay is situated at the head of this bight.

Büyük Kemikli burnu, the northern entrance point of the bay, is the western termination of Kislar dağı, a coastal ridge, about 300 feet ( $91^m4$ ) high; Talbot shoal, with a depth of  $3\frac{1}{2}$  fathoms ( $6^m4$ ) over it, lies at the end of a spit which extends 2 cables west-south-westward of the cape. Taylor islets, consisting of an islet and a group of above-water rocks, lie close offshore about  $1\frac{1}{2}$  cables north-eastward of Büyük Kemikli burnu.

The northern shore of Küçük Anafarta limanı, between Büyük Kemikli burnu and Cape Godfrey, about a mile eastward, consists of low cliffs in places, is indented and is fringed by reefs and above-water and sunken rocks lying close offshore.

The head of Küçük Anafarta limanı is low and sandy, and appears to be clear of dangers.

*Chart 224.*

**Saros körfezi.**—**Caution.**—Saros körfezi (Gulf of Xeros) is entered between Büyük Kemikli burnu and Cape Grenea, about 17 miles north-north-westward. There is mountainous land on both sides

*Chart 224.*

of the gulf, but at its head, the coast is low. There are no off-lying dangers except at the head of the gulf.

The north-western coast of the Gelibolu peninsula was reported, in 1916, to lie from about half a mile to three-quarters of a mile further northward than charted.

*Chart 1087.*

On the south-eastern side of Saros körfezi, Çocuk or Kızlar kayası (Kishlar rocks), consisting of a group of above-water and sunken rocks which are steep-to, lie with the western end of the group about  $2\frac{1}{2}$  miles north-eastward of Büyük Kemikli burnu and half a mile offshore.

*Chart 1880, plan of Arapos Mermedia bay.*

Ece limanı (Arapos Mermedia bay) is entered between West cape, situated about  $5\frac{1}{2}$  miles north-eastward of Büyük Kemikli burnu, and East cape, about three-quarters of a mile further north-eastward. West cape (*Lat.*  $40^{\circ} 22' N.$ , *Long.*  $26^{\circ} 19' E.$ ) is 280 feet (85<sup>m</sup>3) high and East cape is 180 feet (54<sup>m</sup>9) high. The holding ground in the bay is good, being thick, black mud, but near the shore, especially under the cliffs, the bottom is foul.

Sunken rocks lie a quarter of a mile northward of both West and East cape. A rocky spit, with a depth of 4 fathoms (7<sup>m</sup>3) over its outer end, extends about  $1\frac{1}{2}$  cables westward from the eastern side of the bay, at a distance of about 3 cables southward of East cape.

At the head of the bay there is a clear beach, generally admitting a ship's launch to go close in. Kurtumus dere flows into the head of the bay through a cultivated valley. A rock, with a depth of 3 feet (0<sup>m</sup>9) over it, lies near the north-western end of a rocky spit which extends about three-quarters of a cable off the head of the bay, close westward of the mouth of Kurtumus dere.

The best anchorage in Ece limanı is in a depth of about 8 fathoms (14<sup>m</sup>6), with West cape bearing  $291^{\circ}$ , distant about 3 cables, and  $1\frac{1}{2}$  cables offshore.

*Charts 1087, 224 and 1004.*

Cape Grenea, the northern entrance point of Saros körfezi, is a rounded headland composed of low yellow cliffs. The actual cape, a yellow cliff, is separated from the yellow cliffs on either side by low sandy beaches, that eastward being about a mile in length. It is difficult at first to distinguish the cape from the other cliffs, but it may be identified by the sandy beaches on each side, and by the fact that the eastern cliff is longer, has a cleaner face, and, when approaching from southward, shows two clefts close together appearing like the letter W. The Pontetaimon monastery, near Amygdhalia, 7 miles north-north-eastward in the direction of Mount Chat, 1,305 feet (397<sup>m</sup>8) high, is conspicuous from the cape.

Between Cape Grenea and İbrice or İbrik baba burnu (Cape Ibriji), about  $18\frac{1}{2}$  miles eastward, the northern side of Saros körfezi is fringed by a narrow, shallow bank, which is  $1\frac{1}{2}$  cables wide at the latter cape, but there are no off-lying dangers. The coast is backed by hills and mountainous land in the interior. Approaching from Cape Grenea (*Lat.*  $40^{\circ} 35' N.$ , *Long.*  $26^{\circ} 07' E.$ ), İbrice burnu, the only salient point on the northern side of the gulf, appears like an island, and might be mistaken for Muarız (Xeros). A small bay, at the head of which there is a sandy beach, about three-quarters of a cable long, and in which the depths are considerable inshore, is situated about

*Charts 2836b, 2214, 2158b, 449.*



*Charts 1087, 224 and 1004.*

6 cables north-eastward of İbrice burnu ; this bay is a good landing place, but *see* Caution, page 383.

- On the south-eastern side of Saros körfezi, between the north-eastern  
 5 entrance point of Ece limanı and a point, about 11 miles north-eastward, the coast is steep-to. Less than one mile within the coast there is a range of mountains varying in elevation from 1,000 to 1,478 feet (304<sup>m</sup>8 to 450<sup>m</sup>5).

*Chart 1004.*

- 10 Pasha Dere, a small jagged rock, 16 feet (4<sup>m</sup>9) high, and which is foul close off its northern and western sides, lies about 3 cables north-eastward of the last-mentioned point and 1½ cables offshore ; there is a depth of 5 fathoms (9<sup>m</sup>1) at a distance of 2 cables north-westward of Pasha Dere. Sunken rocks extend about a cable off a point situated  
 16 4½ miles north-eastward of Pasha Dere, and a shoal, with a depth of 2½ fathoms (4<sup>m</sup>6) over it, lies about three-quarters of a mile south-westward of this point and 2 cables offshore. Yeni köy, a town on a hill, 748 feet (228<sup>m</sup>0) high, with some windmills near it, stands about a mile inland, and 2½ miles eastward of Pasha Dere.  
 20 Yıldız koyu (Yenikli liman), a small bight, is situated at the narrowest part of the Gelibolu peninsula, about 7½ miles north-eastward of Pasha Dere ; the bight can be distinguished by the red cliffs close westward of it.

- Between Yıldız koyu and Bakla burnu (Cape Xeros), 3 miles north-eastward, the coast consists of irregular cliffs, from 50 to 200 feet (15<sup>m</sup>2 to 61<sup>m</sup>0) high, but which are broken nearly midway by low marshy land ; the cliffs are fringed by a narrow, rocky bank.

*Chart 1892, plan of Port Baklar.*

- Bakla burnu is the northern extreme of a projecting tongue of land,  
 30 and on it are the remains of an old mud fort, about 50 feet (15<sup>m</sup>2) high ; sunken rocks extend about half a cable off the cape.

*Chart 1004.*

- On the northern side of Saros körfezi, between İbrice burnu, page 413, and Bostan (Bustan) burnu, about 10 miles east-north-eastward,  
 35 the coast is fringed in places by shallow, rocky banks, from one to 2½ cables wide.

*Chart 1892, plan of Xeros islands.*

- Between Bostan burnu and a point 7 cables westward, the shore is fronted for a distance of about half a mile by a shoal over which the  
 40 depths are uneven ; a rocky shoal, parts of which are awash, and the position of which is approximate, lies near the outer extremity of this shoal about half a mile south-south-westward of Bostan burnu.

On the eastern side of Bostan burnu, there is a pier with a depth of 8 feet (2<sup>m</sup>4) at its outer end.

- 45 The head of Saros körfezi is entered between Bostan burnu and Bakla burnu (*Lat.* 40° 33' N., *Long.* 26° 45' E.).

- Saros adaları (Xeros islands), a group consisting of an island and two islets, lie between the entrance points of the head of the gulf. Muarız or Saros (Xeros), about 250 feet (76<sup>m</sup>2) high, the largest of the  
 50 group, lies about 1½ miles southward of Bostan burnu ; this island is cliffy and surrounded by a shallow bank, about half a cable wide off the salient points, on which there are sunken rocks in places. The ruins of a fortress or monastery stand on the south-eastern side of Muarız. The two islets lie 6 cables and one mile, respectively, east-north-

*Charts 1004, 224, 2836b, 2214, 2158b, 449.*

*Chart 1892, plan of Xeros islands.*

eastward of Muarız, separated from one another by a passage about  $1\frac{1}{2}$  cables wide, in the fairway of which there are depths of from 6 to 10 fathoms ( $11^m0$  to  $18^m3$ ); each of these islets is surrounded by a shallow, rocky bank about half a cable wide. 5

*Chart 1892, plan of Port Baklar.*

Bakla limanı (Port Baklar) is situated on the southern side of the head of Saros körfezi between Bakla burnu and a point on the coast about  $1\frac{1}{2}$  miles south-eastward. The sides of the bay are fringed by sunken rocks in places, and a shoal, with depths of less than 3 fathoms ( $5^m5$ ) over it, extends offshore for as much as half a mile from a low sandy point, situated in the middle of the head of the bay. Depths of less than 5 fathoms ( $9^m1$ ) extend offshore as far as the line joining the entrance points. A detached 3-fathom ( $5^m5$ ) patch lies about 4 cables south-eastward of Bakla burnu and a similar patch lies 15 about 9 cables east-south-eastward of the same point.

An indentation in the bank extending offshore, about  $3\frac{1}{2}$  cables south-eastward of Bakla burnu, affords anchorage space for small vessels in depths of from  $3\frac{1}{2}$  to 4 fathoms ( $5^m9$  to  $7^m3$ ), with good holding ground. A small hill like a tumulus, situated about a mile 20 south-south-westward of Bakla burnu, bearing  $216^\circ$ , leads into the anchorage. Vessels of deep-draught should anchor further out.

*Chart 1004.*

Kavak suyu (Kavach river), with a shallow bank extending half a mile from its mouth, flows into the head of the gulf about 5 miles 25 north-eastward of Bakla burnu (Lat.  $40^\circ 33' N.$ , Long.  $26^\circ 45' E.$ ). This river is navigable for boats as far as the village of Kavak,  $2\frac{1}{2}$  miles inland; the entrance channel lies between two sandbanks and has a depth of about 6 feet ( $1^m8$ ). A shallow bank is reported to extend off the coast from one to  $1\frac{1}{2}$  miles southward of the mouth 30 of Kavak suyu.

*Charts 1892, plan of Xeros islands, and 1004.*

**Anchorage.**—Anchorage may be obtained between Muarız, on the western side, and the two islets east-north-eastward, on the eastern side, in a depth of 15 or 16 fathoms ( $27^m4$  or  $29^m3$ ), sand and 35 mud. North-north-westward and north-eastward of the two islets there is anchorage for a large number of vessels in depths of from 10 to 14 fathoms ( $18^m3$  to  $25^m6$ ), good holding ground.

These anchorages lie on either side of a bank, over which there are depths of less than 10 fathoms ( $18^m3$ ), which extends from the northern 40 shore of the gulf to the two islets.

*Charts 1004 and 1087.*

**Current.**—The current in Saros körfezi is irregular, and appears to be influenced by the wind; after a fresh northerly wind for a few hours a strong southerly set has been experienced, but directly the 45 wind moderated the current ran strongly in the opposite direction. In 1878, H.M.S. *Ruby* reported that in the bight of the coast off Enez, northward of Cape Gremea, the rate of the current was from 2 to 3 knots and was irregular.

*Chart 1087.*

**Coast.**—**Caution.**—Between Cape Gremea and the southern entrance point of Dıranı gölü (Lake Bori), about  $8\frac{1}{2}$  miles north-north-westward, the coast is low, and is fringed by a shallow bank, but a short distance northward of the cliffs and  $5\frac{1}{2}$  miles southward of the entrance

*Charts 224, 2836b, 2158b, 449.*

*Chart 1087.*

to Dırana göl, the bank extends  $1\frac{1}{2}$  miles offshore, with depths of from one to 2 fathoms ( $1^m8$  to  $3^m7$ ) over it ; it then narrows gradually until one mile southward of the entrance to the lake, whence it widens  
 5 again. A vessel rounding Cape Grenea from southward should not stand into a depth of less than 7 fathoms ( $12^m8$ ) when southward of it, nor into less than 12 fathoms ( $21^m9$ ) for at least 3 miles beyond the cliffs, north-westward of the cape, as the depths decrease suddenly from 10 to 3 fathoms ( $18^m3$  to  $5^m5$ ).

10 As several vessels have grounded on the shallow bank north-westward of Cape Grenea, and the current from westward sets strongly over it, care should be taken when in its vicinity ; the coast in this locality should be given a berth of at least  $2\frac{1}{2}$  miles. A good mark by day for clearing the danger is to keep the town of Enez open  
 15 north-westward of the bluff on the southern side of Dırana göl.

The entrance to Dırana göl is narrow and shallow, and shifts with a gale of wind ; within, there are depths of from one to 6 feet ( $0^m3$  to  $1^m8$ ). One of the mouths of Meriç nehri (River Maritza) is situated at the eastern end of the lake and another, a short distance northward  
 20 of the entrance.

Sailing boats of about 30 tons, with local knowledge, leave Enez (*Lat.*  $40^{\circ} 42' N.$ , *Long.*  $26^{\circ} 05' E.$ ) partly laden, and complete their loading outside, the usual depth on the bar being  $3\frac{1}{2}$  feet ( $1^m1$ ).

Enez (Enos), situated on the southern side of Dırana göl, is the  
 25 port of Edirne (Adrianople) with which it has some trade. There is an old Genoese castle at Enez. Meriç nehri is navigable for flat boats all the year round, as far as Edirne, 70 miles inland, and for barges, from October to June. *See* view facing this page.

Enez is connected to the general telegraph system.

30 Between the northern mouth of Meriç nehri and Alexandroupolis, about  $8\frac{1}{2}$  miles north-westward, there is a bight ; depths of less than 5 fathoms ( $9^m1$ ) extend off the shore of this bight for about  $1\frac{1}{2}$  miles.

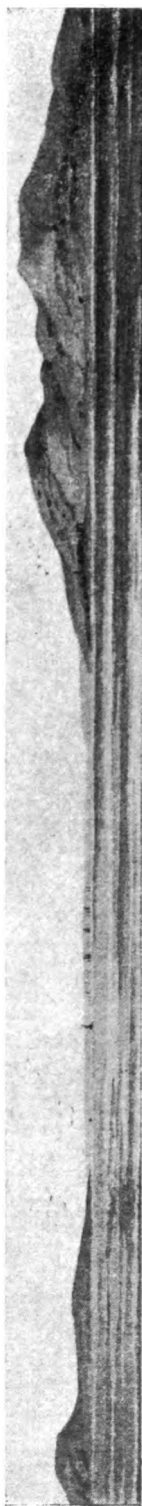
For the continuation of the coast westward and directions for approaching Alexandroupolis, *see* pages 223 to 446.

35 **Anchorage.**—Vessels, with local knowledge, can anchor off the coast with the town of Enez bearing about  $041^{\circ}$ , and find a little shelter from southerly gales from the shallow bank extending offshore north-westward of Cape Grenea.

There is temporary anchorage off Enez in a depth of 7 fathoms  
 40 ( $12^m8$ ) ; it is, however, an infallible warning that when the summit of Samothráki is covered with clouds, a vessel should gain an offing.

*Charts 224, 2836b, 2158b, 449.*

To face page 416.



*Mouth of Meri; nehri.*

*Enez.*

Coast near Enez from westward.

*(Original dated about 1832.)*





## APPENDIX II

## LIST OF PRINCIPAL PORTS, SHOWING PARTICULARS OF DEPTHS, &amp;c.

PORT.	Depth below Chart Datum Level.		Rise of Tide.		REMARKS.
	In channel of approach.	In anchorage.	Spgs.	Nps.	
			Feet	Feet	
Sóúdha bay ...	Deep .....	13 to 16 fms.	—	—	
Návp lion.....	Deep .....	7 to 9 fms. ...	—	—	
Piraiévs :					
Mégas harbour	Deep .....	6 to 8 fms. ...	—	—	32 feet alongside coal wharf.
Salamís .....	4½* fms. ....	12† to 18† fms.	—	—	* Áyios Yeóryios channel. † Keratsínton bay.
Síros .....	Deep .....	6 to 10 fms. ..	—	—	
Vólos .....	5 to 10 fms. ..	29 feet .....	2½	1½	19 feet alongside coaling pier.
Thessaloníki ...	Deep .....	7 to 9 fms. ...	1½	1½	14 to 26 feet alongside quays in harbour.
Rhodes :					
Porto del Man- dracchio ...	Deep .....	9 to 13 fms. ..	—	—	
Porto Mercan- tile .....	14 feet .....	16½ feet .....	—	—	
	28 to 36 feet.	26 feet .....	—	—	22 feet alongside quay.
Ízmir .....	6 to 11 fms. ..	7 to 10 fms. ..	2½	1½	3 fathoms along- side quay in Íç liman.
Sígrí roadstead .	Deep .....	7 to 14 fms. ..	—	—	
Mouðhros :					
East pass ...	Deep .....	} 5 to 11 fms.			
Middle pass ..	5½ fms. ....				
West pass ...	4 fms. ....				

# APPENDIX III

PLACE—ZAKINTHOS (ZANTE) (see Mediterranean Pilot, Vol. III). LAT. 37° 47' N., LONG. 20° 53' E. Height above Mean Sea Level, 20 feet.

METEOROLOGICAL TABLE COMPILED FROM 30-36 YEARS' OBSERVATIONS.—1894 TO 1929.

MONTH	PRESSURE at Mean Sea Level		AIR TEMPERATURE						Relative humidity		RAIN		WIND AT								No. of days with gales	No. of days with fog		
	Mean		Mean [of]		Extreme		Relative humidity		RAIN		WIND AT													
	For month	Daily ampli- tude	Daily max.	Daily min.	Highest in each month	Lowest in each month	Highest recorded	Lowest recorded	Average Fall	No. of days in 24 hrs.	Max. fall in 24 hrs.	Percentage of observations, from												
												N.	N.E.	E.	S.E.	S.	S.W.	W.	N.W.	Calm				
January . . .	mb.	1018	° F.	53	57	48	° F.	72	32	4.9	in.	14	3.8	21	10	7	9	10	23	10	9	1	—	—
February . . .	—	—	53	58	47	—	72	30	4.8	5.3	12	4.4	19	10	6	10	11	21	10	12	1	—	—	
March . . .	—	—	56	61	50	—	77	37	4.0	3.4	11	3.4	13	6	4	11	18	17	11	19	24	2	—	—
April . . .	—	—	60	67	54	—	85	41	3.7	2.2	8	2.9	8	3	3	9	27	13	11	24	2	—	—	
May . . .	—	—	68	75	60	—	98	47	2.7	1.2	6	2.2	5	2	2	8	16	9	14	42	2	—	—	
June . . .	—	—	75	81	67	—	98	55	1.8	0.3	4	1.5	4	2	2	7	9	7	14	54	1	—	—	
July . . .	—	—	80	87	72	—	103	60	0.6	0.1	1	1.5	4	5	2	7	5	1	14	61	1	—	—	
August . . .	—	—	81	87	72	—	103	57	0.8	0.4	1	3.2	8	7	4	2	13	52	2	2	—	—	—	
September . . .	—	—	75	82	69	—	100	56	1.8	1.4	4	3.1	12	5	3	9	9	11	41	1	—	—	—	
October . . .	—	—	68	74	62	—	96	49	3.5	5.1	10	7.0	9	7	6	12	11	21	12	21	1	—	—	
November . . .	—	—	61	67	56	—	83	37	4.7	8.1	13	6.1	13	10	7	12	13	24	8	12	1	—	—	
December . . .	—	—	56	60	51	—	71	36	5.1	9.2	16	6.9	16	8	8	12	10	28	8	10	0	—	—	
Means . . .	—	—	65	71	59	—	—	—	3.2	43.8	—	—	11	6	4	10	12	15	11	30	1	—	—	
Totals . . .	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	
Extreme Values . . .	—	—	—	—	—	—	103	30	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	
No. of Years' . . .	30	—	30		30		30		36		36		30								—	—		
Observations . . .	—	—	—		—		—		—		—		—		—		—		—		—		—	

Hours of observation, 0800, 1400, 2000 E.E.T.

† Mean of 24 hours.

‡ Day with trace or more rain.

Authorities :—MS. supplied by Observatoire Royal, Athina.

Meteorological Office, Air Ministry.



PLACE—KÉRKIRA (CORFU) (see Mediterranean Pilot, Vol. III). LAT. 39° 37' N., LONG. 19° 55' E. Height above Mean Sea Level, 95 feet.  
METEOROLOGICAL TABLE COMPILED FROM 30-36 YEARS' OBSERVATIONS.—1894 TO 1929.

MONTH	PRESSURE at Mean Sea Level		AIR TEMPERATURE										Relative humidity		RAIN		WIND AT										No. of days with gales	No. of days with fog																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																	
	Mean		Mean [of]		Extreme		Relative humidity		Average Fall		Percentage of observations, from		WIND AT																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																
	For month	Daily ampli- tude	Daily max.	Daily min.	Highest in each month	Lowest in each month	Highest recorded	Lowest recorded	Average Fall	No. of days in 24 hrs.	Max. fall in 24 hrs.	N.	NE.	E.	SE.	S.	SW.	W.	NW.	Calm																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																									
January . . . . .	mb.	—	51	56	43	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	

Hours of observation, 0800, 1400, 2000 E.E.T. † Mean of 24 hours. ‡ Day with trace or more rain.

Authorities :—MS. supplied by Observatoire Royal, Athinaí.

Meteorological Office, Air Ministry.

PLACE—IRÁKLION. LAT. 35° 20' N., LONG. 25° 09' E. Height above Mean Sea Level, 89 feet.

METEOROLOGICAL TABLE COMPILED FROM 10-21 YEARS' OBSERVATIONS.—1909 TO 1929.

MONTH	PRESSURE at Mean Sea Level		AIR TEMPERATURE								Relative humidity %	Cloud amount, Scale 0 to 10	RAIN		WIND AT								No. of days with gales	No. of days with fog		
	For month	Mean	Mean [of]		Extreme		Average †	Average Fall	No. of days in 24 hrs.	Max. fall in 24 hrs.			Percentage of observations, from													
			Daily max.	Daily min.	Highest in each month	Lowest in each month							Highest recorded	Lowest recorded	N.	NE.	E.	SE.	S.	SW.	W.	NW.	Calm			
			° F.	° F.	° F.	° F.					° F.	° F.	in.	in.	in.	in.	8	3	1	2	17	22	6		23	18
January	mb.	1018	—	54	60	48	41	76	34	71	3-7	14	2-7	2-2	2	12	4	0	2	15	16	6	23	16	—	—
February	—	1017	—	54	60	48	40	77	32	70	3-0	12	2-7	2-2	2	10	6	1	1	14	11	5	25	27	—	—
March	—	1016	—	57	64	50	43	86	35	67	5-3	7	1-3	1-3	1	10	8	1	1	14	10	3	26	27	—	—
April	—	1014	—	62	70	54	47	98	42	63	4-0	0-9	4	1-0	8	8	1	1	1	14	10	3	26	27	—	—
May	—	1014	—	68	76	60	38	100	48	64	3-5	0-7	3	1-6	11	8	1	2	7	7	4	28	32	—	—	
June	—	1014	—	74	82	67	59	114	52	61	1-4	0-1	0-7	0-3	13	6	0	0	4	5	5	37	30	—	—	
July	—	1012	—	78	85	72	65	106	62	60	0-1	0-0	0-1	0-5	9	2	0	0	0	2	7	59	20	—	—	
August	—	1012	—	78	85	71	66	104	56	61	1-0	0-1	1-3	8	2	0	0	0	2	6	57	25	—	—		
September	—	1016	—	75	82	68	61	102	56	64	2-0	0-7	2	3-0	10	4	0	1	2	4	5	47	27	—	—	
October	—	1018	—	69	77	62	55	96	50	68	4-0	1-7	5	2-3	12	6	0	2	7	16	3	29	25	—	—	
November	—	1017	—	63	71	56	48	87	42	70	5-8	2-7	8	2-6	11	6	0	3	16	17	4	22	21	—	—	
December	—	1017	—	58	64	51	45	80	38	74	6-1	4-0	13	5-2	9	4	0	3	19	23	5	21	16	—	—	
Means	—	1015	—	66	73	59	38**	—	—	66	3-9	—	—	—	10	5	0	2	10	11	5	33	24	—	—	
Totals	—	—	—	—	—	—	—	—	—	—	19-2	69	—	—	—	—	—	—	—	—	—	—	—	—	—	
Extreme Values	—	—	—	—	—	—	—	114	32	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	
No. of Years' Observations	21	—	—	21						—	10						—						—			

Hours of observation, 0900, 1400, 2100 or 2000, local time. † † † (Maximum + minimum).

‡ Day with trace or more rain. \* Mean of highest each year.

\*\* Mean of lowest each year.

P\*

Authorities :—MS. supplied by Physical Department, Cairo.

Meteorological Office, Air Ministry.

PLACE—KÍTHIRA. LAT. 36° 10' N., LONG. 23° 0' W. Height above Mean Sea Level, 528 feet.  
METEOROLOGICAL TABLE COMPILED FROM 12-35 YEARS' OBSERVATIONS.—1894 TO 1929.

MONTH	PRESSURE at Mean Sea Level		AIR TEMPERATURE										Relative humidity Scale 0 to 10	RAIN		WIND AT								† No. of days with gales	No. of days with fog					
	Mean	Daily ampli- tude	Mean [of]		Extreme		° F	° F	° F	° F	%	Average Fall	No. of days in 24 hrs.	Max. fall in 24 hrs.	Percentage of observations, from															
			Daily max.	Daily min.	Highest in each month	Lowest in each month									Highest recorded	Lowest recorded	N.	NE.	E.	SE.	S.	SW.	W.	NW.		Calm				
January . . .	mb.	1018	—	—	52	55	46	61	38	66	30	70	5-7	4-9	8	3-1	in.	24	19	4	5	4	15	21	8	0	0	0-1		
February . . .	—	1016	—	—	53	56	46	63	38	68	28	71	5-5	3-4	6	1-8	—	21	19	4	5	5	15	23	8	0	0	—		
March . . .	—	1016	—	—	56	59	49	66	41	75	33	70	5-0	2-1	5	2-6	—	19	18	4	6	4	10	30	9	0	0	—		
April . . .	—	1014	—	—	61	64	54	74	47	83	39	66	4-3	0-8	2	1-2	—	23	12	2	2	3	6	44	4	0	0	—		
May . . .	—	1014	—	—	67	72	60	81	54	91	46	61	3-7	0-5	1	1-0	—	23	16	2	2	2	3	8	44	4	0	0	—	
June . . .	—	1013	—	—	74	79	67	89	60	98	54	60	2-0	0-2	0-6	1-0	—	22	11	1	1	1	4	56	3	1	0	0	—	
July . . .	—	1011	—	—	81	85	72	94	65	102	58	55	0-6	0-0	0-2	0-6	—	29	19	0	0	0	2	48	2	0	0	0	—	
August . . .	—	1012	—	—	81	86	72	94	67	101	59	55	0-8	0-1	0-2	1-4	—	35	19	1	0	0	3	40	2	0	0	0	—	
September . . .	—	1015	—	—	77	81	68	88	61	99	53	59	1-7	0-6	1	1-2	—	32	22	1	1	1	5	36	2	0	0	0	—	
October . . .	—	1017	—	—	70	73	62	81	55	91	50	67	3-7	2-2	4	2-2	—	31	20	4	4	3	8	26	4	0	0	0	—	
November . . .	—	1017	—	—	62	65	55	72	46	79	39	72	5-3	4-1	6	4-7	—	25	23	4	7	5	12	19	5	0	0	0-3		
December . . .	—	1017	—	—	56	59	50	65	41	70	32	73	5-7	5-8	9	3-1	—	23	19	6	6	5	15	20	6	0	0	0-1		
Means . . .	—	1015	—	—	66	69	58	96*	35**	—	—	65	3-7	—	—	—	—	26	18	3	3	3	9	33	5	0	—	—	—	
Totals . . .	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	
Extreme Values	—	—	—	—	—	—	—	—	—	102	28	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
No. of Years' Observations .	28-30	—	—	31-33	27-29	26-31	26-31	28-33	26-31	28-33	26-31	28-33	25-33	33-35	23-25	31-32	31-33								8-9					

Hours of observation, 8, 14, 21 h.

\* Mean of highest each year.

† Force 9 or over on Scale 0-10.

\*\* Mean of lowest each year.

‡ Day with trace or more rain.

Authorities:—Athinaí, Annales de l'Observatoire National d'Athènes.

Meteorological Office, Air Ministry.

PLACE—ATHINAL. LAT. 37° 58' N., LONG. 23° 43' E. Height above Mean Sea Level, 351 feet.  
METEOROLOGICAL TABLE COMPILED FROM 30-72 YEARS' OBSERVATIONS.—1858 TO 1928.

MONTH	PRESSURE at Mean Sea Level		AIR TEMPERATURE								Relative humidity Scale 0 to 10	RAIN			WIND AT								No. of days with gales	No. of days with fog		
	For month	Mean	Mean [of]		Mean [of]		Extreme		Average †	Cloud amount, Scale 0 to 10	RAIN		WIND AT													
			Daily max. ° F.	Daily min. ° F.	Highest in each month ° F.	Lowest in each month ° F.	Highest recorded ° F.	Lowest recorded ° F.			Percentage of observations, from															
											N.	NE.	E.	SE.	S.	SW.	W.	NW.	Calm							
January . . .	mb.	—	48	54	42	63	33	69	20	5.8	in.	2.3	13	2.1	14	24	6	5	12	8	5	7	19	—	—	
February . . .	1018	—	49	55	43	65	33	73	21	5.9	1.6	1.5	11	1.6	13	22	5	5	13	10	5	7	20	—	—	
March . . .	1016	—	53	60	46	70	36	83	20	5.2	1.7	1.4	10	1.7	11	21	5	4	14	11	7	4	23	—	—	
April . . .	1015	—	59	67	52	78	43	91	35	4.7	0.8	0.8	9	1.6	8	13	3	4	17	17	8	5	25	—	—	
May . . .	1013	—	67	77	60	87	51	101	42	4.1	0.8	0.8	8	1.5	10	14	3	3	15	18	6	5	26	—	—	
June . . .	1013	—	75	85	67	94	60	109	54	2.6	0.6	0.6	5	1.7	9	13	3	3	16	18	7	5	26	—	—	
July . . .	1011	—	80	90	72	99	65	106	58	1.1	0.3	0.3	2	2.0	16	25	2	1	11	14	6	6	19	—	—	
August . . .	1012	—	80	90	72	98	65	107	59	1.2	0.4	0.4	3	1.7	17	27	3	1	8	13	3	6	22	—	—	
September . . .	1015	—	73	83	66	92	53	103	48	2.2	0.6	0.6	4	2.1	15	24	3	2	9	12	3	4	28	—	—	
October . . .	1017	—	66	74	60	84	51	95	45	4.1	1.7	1.7	8	3.3	12	22	5	3	12	11	5	3	27	—	—	
November . . .	1017	—	58	64	52	74	41	87	30	5.7	2.8	2.8	12	5.9	12	25	5	4	13	9	5	5	23	—	—	
December . . .	1017	—	52	57	46	66	36	71	24	5.9	2.7	2.7	13	2.9	12	23	7	5	12	9	5	6	21	—	—	
Means . . .	1015	—	63	71	57	—	—	—	—	4.0	—	15.7	98	—	13	21	4	3	13	13	5	5	23	—	—	
Totals . . .	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	
Extreme Values . . .	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
No. of Years . . .	30	—	36	—	—	—	—	—	—	30	72	70	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Observations . . .	—	—	—	—	—	—	—	—	—	30	72	70	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Hours of observation, 0800, 1400, 2000 E.E.T.

† Mean of 24 hours.

‡ Day with trace or more rain.

Authorities :—MS. supplied by Observatoire Royal, Athinal.

Meteorological Office, Air Ministry.

PLACE—Thira. LAT. 36° 25' N., LONG. 25° 30' E. Height above Mean Sea Level, 876 feet.  
METEOROLOGICAL TABLE COMPILED FROM 23-36 YEARS' OBSERVATIONS.—1894 TO 1929.

MONTH	PRESSURE at Mean Sea Level		AIR TEMPERATURE						Relative humidity		RAIN		WIND AT									No. of days with gales	No. of days with fog					
	Mean	For month	Daily max.	Mean [of]		Extreme		Cloud amount, Scale 0 to 10	Average Fall	No. of days in 24 hrs.	Percentage of observations, from																	
				Daily min.	Highest	Lowest	Lowest in each month				Highest in each month	Lowest recorded	Highest recorded	° F.	° F.	in.	in.	N.	NE.	E.	SE.			S.	SW.	W.	NW.	Calm
January	1016	mb.	° F.	° F.	° F.	° F.	° F.	° F.	in.	in.	° F.	° F.	in.	in.	30	12	6	6	7	12	16	11	0	0-3	—			
February	1015	—	52	54	47	62	37	65	28	72	68	3-0	10	2-6	31	9	5	8	7	10	20	10	1	0-2	—			
March	1014	—	52	55	47	64	38	72	23	70	6-8	1-9	9	1-7	26	10	7	8	5	10	22	11	1	0-2	—			
April	1013	—	54	58	49	68	39	75	30	69	5-5	1-3	6	1-7	18	11	11	7	3	8	29	13	0	0-2	—			
May	1012	—	59	64	53	75	46	87	36	68	4-4	0-8	3	3-0	22	10	8	4	2	3	31	14	1	0-2	—			
June	1012	—	65	70	59	81	52	96	43	66	3-3	0-5	2	1-3	28	6	4	1	2	7	34	17	1	0	—			
July	1009	—	72	78	65	87	59	104	50	62	1-5	0-1	1	0-6	46	8	1	0	1	3	19	22	0	0	—			
August	1010	—	77	82	70	90	66	98	60	61	0-2	0-0	0-1	0-2	49	9	1	0	1	4	16	20	1	0	—			
September	1014	—	74	77	66	85	60	95	53	67	1-0	0-3	1	1-9	44	12	2	1	2	8	21	11	1	0	—			
October	1016	—	68	71	53	80	54	90	48	72	3-3	0-9	4	1-8	31	14	8	4	2	4	19	16	1	0	—			
November	1016	—	61	64	55	72	46	80	37	74	5-6	2-1	6	2-6	29	15	8	6	5	11	17	9	0	0-2	—			
December	1016	—	55	56	50	64	41	73	32	74	6-4	3-1	9	2-9	28	11	6	7	7	14	17	10	0	0-5	—			
Means	1014	—	64	68	57	93*	34**	—	—	68	3-8	—	—	—	32	10	6	4	4	8	22	14	0	—	—			
Totals	—	—	—	—	—	—	—	104	23	—	—	14-0	51	—	—	—	—	—	—	—	—	—	—	—	2	—		
Extreme Values	—	—	—	—	—	—	—	—	—	—	—	—	—	3-0	—	—	—	—	—	—	—	—	—	—	—	—		
No. of Years' Observations	33-36	—	33-36	30-32	32-35	30-32	30-32	30-32	30-32	34-36	23-25	34-36	24-26	34-36	35-36	21-24	35-36									21-24	—	

Hours of observation, 8, 14 and 21 h. † Force 9 or over on Scale 0-10. ‡ Day with trace or more rain.  
\* Mean of highest each year. \*\* Mean of lowest each year.

Authorities:—Athinaï, Annales de l'Observatoire National d'Athènes.

Meteorological Office, Air Ministry.

PLACE—VÓLOS. LAT. 39° 24' N., LONG. 22° 57' E. Height above Mean Sea Level, 9·8 feet.  
METEOROLOGICAL TABLE COMPILED FROM 13-34 YEARS' OBSERVATIONS.—1894 TO 1929.

MONTH	PRESSURE at Mean Sea Level		AIR TEMPERATURE								Relative humidity	Cloud amount, Scale 0 to 10	RAIN		WIND AT								No. of days with gales	No. of days with fog				
	For month	Mean ampli- tude	Mean [of]		Mean [of]		Extreme		%	in.	Average Fall	No. of days in 24 hrs.	Max. fall in 24 hrs.	Percentage of observations, from														
			Daily max.	Daily min.	Highest in each month	Lowest in each month	Highest recorded	Lowest recorded						N.	NE.	E.	SE.	S.	SW.	W.	NW.	Calm						
January . . .	mb.	mb.	° F.	° F.	° F.	° F.	° F.	° F.	° F.	77	5·4	2·1	in.	9	1·9	in.	16	2	2	3	8	5	0	4	55	8	0·1	—
February . . .	1018	—	46	54	39	65	29	73	19	77	5·4	2·2	10	1·9	9	2·6	10	12	4	3	9	10	1	5	48	9	0·2	—
March . . .	1017	—	49	56	41	68	31	77	23	76	5·4	1·7	9	2·6	10	2·3	9	9	2	3	20	1	6	28	13	0·1	—	
April . . .	1015	—	53	61	45	73	35	81	28	74	5·0	1·4	8	2·3	8	2·3	8	2	3	10	29	1	6	21	14	0·3	—	
May . . .	1013	—	60	68	50	80	40	95	34	72	4·3	1·4	8	2·3	8	2·3	8	2	3	10	29	1	6	21	14	0·3	—	
June . . .	1013	—	67	76	58	84	50	99	42	72	3·9	1·7	8	2·3	8	2·3	8	2	3	10	29	1	6	21	14	0·3	—	
July . . .	1013	—	76	84	65	94	57	104	50	68	2·9	1·1	6	2·1	9	2·1	9	2	1	4	50	0	4	18	12	0·5	—	
August . . .	1012	—	81	89	70	98	63	108	59	64	1·8	0·6	3	1·4	10	2·1	10	2	1	2	57	0	3	14	11	0·4	—	
September . . .	1013	—	80	88	69	97	62	108	57	63	1·8	1·0	3	3·7	10	2·1	10	3	1	2	55	0	2	15	12	0·2	—	
October . . .	1016	—	74	82	63	92	56	105	46	67	2·8	1·2	4	2·9	10	2·1	10	2	1	5	41	0	3	28	10	0·1	—	
November . . .	1017	—	66	75	57	84	48	91	44	76	4·3	2·4	8	2·9	9	2·9	9	2	2	8	25	0	4	38	12	0·1	—	
December . . .	1018	—	56	64	49	77	38	86	31	79	5·4	3·0	10	4·5	10	2·1	10	2	3	8	12	0	6	50	9	0·0	—	
1017	—	—	50	57	43	69	32	77	25	78	5·5	2·2	10	2·1	12	2	12	2	1	8	5	0	4	61	7	0·2	—	
Means . . .	1015	—	63	71	54	101*	26**	—	—	72	4·0	—	—	—	10	2	10	2	2	7	29	0	4	35	11	—	—	
Totals . . .	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	
Extreme Values . . .	—	—	—	—	—	—	—	108	19	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	
No. of Years' Observations . . .	29-34	—	29-34	27-34	28-34	27-34	28-34	27-34	28-34	29-34	21-30	30-34	21-25	22-26	21-24								13-18	—	—			

Hours of observation, 8, 14, 21 h.

\* Mean of highest each year.

\*\* Mean of lowest each year.

† Day with trace or more rain.

Authorities :—Athnai, Annales de l'Observatoire National d'Athènes.

Meteorological Office, Air Ministry.

PLACE—THESSALONIKI. LAT. 40° 40' N., LONG. 22° 58' E. Height above Mean Sea Level, 98 feet.  
METEOROLOGICAL TABLE COMPILED FROM 15-36 YEARS' OBSERVATIONS.—1894 TO 1929.

MONTH	PRESSURE at Mean Sea Level		AIR TEMPERATURE						Relative humidity		RAIN		WIND AT										No. of days with gales	No. of days with fog
	Mean	Daily ampli- tude	Average †	Mean [of]		Extreme		Cloud amount, Scale 0 to 10	Average Fall.	No. of days in 24 hrs.	Max. fall in 24 hrs.	Percentage of observations, from												
				Daily max.	Daily min.	Highest in each month	Lowest in each month					Highest recorded	Lowest recorded	N.	NE.	E.	SE.	S.	SW.	S.	NW.	Calm		
January . . .	mb.	mb.	° F.	° F.	° F.	° F.	° F.	%	in.	in.	8	1.4	13	6	9	14	10	13	7	16	12	—	—	
February . . .	1021	—	42	36	—	—	67	74	5.7	1.4	8	1.4	17	6	8	11	12	13	6	13	14	—	—	
March . . .	1018	—	44	52	38	—	72	73	5.7	1.2	8	1.4	8	7	8	11	12	13	6	10	12	—	—	
April . . .	1017	—	51	58	44	—	78	69	5.4	1.5	9	1.7	8	7	8	11	18	20	6	10	12	—	—	
May . . .	1013	—	58	67	50	—	83	67	5.0	1.7	9	2.9	8	4	8	10	19	22	7	7	15	—	—	
June . . .	1012	—	67	77	59	—	96	65	4.9	2.1	10	3.5	8	5	8	10	20	21	10	8	15	—	—	
July . . .	1013	—	74	85	66	—	101	59	3.4	1.4	8	1.8	7	3	4	10	19	25	9	11	12	—	—	
August . . .	1012	—	79	91	71	—	107	54	2.0	1.0	6	2.9	7	2	5	7	20	24	10	11	14	—	—	
September . . .	1013	—	79	90	70	—	105	56	1.8	0.9	4	2.0	8	2	5	6	19	25	8	10	17	—	—	
October . . .	1016	—	72	81	64	—	99	46	2.9	1.3	6	1.7	5	3	8	7	20	21	10	10	16	—	—	
November . . .	1018	—	63	72	57	—	97	36	4.9	2.3	9	1.9	7	6	7	12	16	17	7	10	18	—	—	
December . . .	1017	—	53	60	47	—	81	28	5.3	2.5	9	3.2	8	7	11	13	13	14	7	13	14	—	—	
1017	—	—	46	52	41	—	71	19	6.1	1.9	0	1.7	13	7	10	12	15	11	7	14	11	—	—	
Means . . .	1016	—	61	69	54	—	—	—	4.4	—	—	—	9	5	7	10	17	19	8	11	14	—	—	
Totals . . .	—	—	—	—	—	—	107	15	—	19.2	94	3.5	—	—	—	—	—	—	—	—	—	—	—	
Extreme Values . . .	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	
No. of Years' Observations . . .	30	—	30	—	—	—	—	30	—	36	—	—	—	—	—	—	—	—	—	—	—	—	—	

Hours of observation, 0800, 1400, 2000 E.E.T.

† Mean of 24 hours.

‡ Day with trace or more rain.

Authorities :—MS. supplied by Observatoire Royal, Athina.

Meteorological Office, Air Ministry.

PLACE—İZMİR. LAT. 38° 26' N., LONG. 27° 09' E. Height above Mean Sea Level, 240 feet.  
METEOROLOGICAL TABLE COMPILED FROM 2-34 YEARS' OBSERVATIONS.—1884 TO 1887; 1903 TO 1918; 1924 TO 1927.

MONTH	PRESSURE at Mean Sea Level, reduced to 32° F. and Lat. 45°		AIR TEMPERATURE										Relative humidity	Cloud amount, Scale 0 to 10	RAIN		WIND AT										No. of days with gales	No. of days with fog																																																																																																																																																																																																																																																																																																																																																																																																																																																																			
	Mean		Average*		Daily max.		Daily min.		Mean [of]		Absolute highest recorded		Absolute lowest recorded		Cloud amount, Scale 0 to 10	Average Fall	No. of days ↑ ↓ in 24 hrs.	Max. fall in 24 hrs. ↑ ↓	Percentage of observations, from										No. of days with gales	No. of days with fog																																																																																																																																																																																																																																																																																																																																																																																																																																																																	
	For month	ampli- tude	° F	° F	° F	° F	° F	° F	° F	° F	° F	° F	° F	° F					° F	° F	° F	° F	° F	° F	° F	° F					° F	° F	° F	° F	° F	° F	° F	° F	° F	° F	° F	° F	° F	° F	° F	° F	° F	° F	° F	° F	° F	° F	° F	° F	° F	° F	° F	° F	° F	° F	° F	° F	° F	° F	° F	° F	° F	° F	° F	° F	° F	° F	° F	° F	° F	° F	° F	° F	° F	° F	° F	° F	° F	° F	° F	° F	° F	° F	° F	° F	° F	° F	° F	° F	° F	° F	° F	° F	° F	° F	° F	° F	° F	° F	° F	° F	° F	° F	° F	° F	° F	° F	° F	° F	° F	° F	° F	° F	° F	° F	° F	° F	° F	° F	° F	° F	° F	° F	° F	° F	° F	° F	° F	° F	° F	° F	° F	° F	° F	° F	° F	° F	° F	° F	° F	° F	° F	° F	° F	° F	° F	° F	° F	° F	° F	° F	° F	° F	° F	° F	° F	° F	° F	° F	° F	° F	° F	° F	° F	° F	° F	° F	° F	° F	° F	° F	° F	° F	° F	° F	° F	° F	° F	° F	° F	° F	° F	° F	° F	° F	° F	° F	° F	° F	° F	° F	° F	° F	° F	° F	° F	° F	° F	° F	° F	° F	° F	° F	° F	° F	° F	° F	° F	° F	° F	° F	° F	° F	° F	° F	° F	° F	° F	° F	° F	° F	° F	° F	° F	° F	° F	° F	° F	° F	° F	° F	° F	° F	° F	° F	° F	° F	° F	° F	° F	° F	° F	° F	° F	° F	° F	° F	° F	° F	° F	° F	° F	° F	° F	° F	° F	° F	° F	° F	° F	° F	° F	° F	° F	° F	° F	° F	° F	° F	° F	° F	° F	° F	° F	° F	° F	° F	° F	° F	° F	° F	° F	° F	° F	° F	° F	° F	° F	° F	° F	° F	° F	° F	° F	° F	° F	° F	° F	° F	° F	° F	° F	° F	° F	° F	° F	° F	° F	° F	° F	° F	° F	° F	° F	° F	° F	° F	° F	° F	° F	° F	° F	° F	° F	° F	° F	° F	° F	° F	° F	° F	° F	° F	° F	° F	° F	° F	° F	° F	° F	° F	° F	° F	° F	° F	° F	° F	° F	° F	° F	° F	° F	° F	° F	° F	° F	° F	° F	° F	° F	° F	° F	° F	° F	° F	° F	° F	° F	° F	° F	° F	° F	° F	° F	° F	° F	° F	° F	° F	° F	° F	° F	° F	° F	° F	° F	° F	° F	° F	° F	° F	° F	° F	° F	° F	° F	° F	° F	° F	° F	° F	° F	° F	° F	° F	° F	° F	° F	° F	° F	° F	° F	° F	° F	° F	° F	° F	° F	° F	° F	° F	° F	° F	° F	° F	° F	° F	° F	° F	° F	° F	° F	° F	° F	° F	° F	° F	° F	° F	° F	° F	° F	° F	° F	° F	° F	° F	° F	° F	° F	° F	° F	° F	° F	° F	° F	° F	° F	° F	° F	° F	° F	° F	° F	° F	° F	° F	° F	° F	° F	° F	° F	° F	° F

Hours of observation, 8 h. \* ‡ (Maximum + minimum). † Day with 0-01 in. (0-3 mm.) or more rain.  
 ‡ Maximum Fall during the 24 hours from one morning observation to the next. § Mean of highest each year. || Mean of lowest each year.  
 Authorities : Daily Bulletin of International College.  
 MS. data filed in the Meteorological Office.  
 Weickmann, L. Zum Klima der Türkei, Leipzig, 1926.  
 Meteorological Office, Air Ministry.



## APPENDIX IV

## LIST OF SPOTS SUITABLE FOR MAGNETIC OBSERVATIONS

<i>Place.</i>	<i>Lat. Long.</i>	<i>Position.</i>
Iráklión	35° 19' N. 25° 09' E.	In north-east corner of olive grove, about 220 yards south-west of wall surrounding cemetery and church of St. Constantine. Marked by square grey stone eight inches square. True bearings: north-west corner of stone house 23° 05'; point of dome on St. Minas 159° 19'; yellow minaret 174° 26'; cross on dome of St. Constantine 223° 30'.
Náxos	37° 06' N. 25° 23' E.	On summit of peninsula forming part of north side of harbour, in midst of ruins of ancient Greek temple. True bearings: tip of mountain across bay 42° 20'; cross on shrine on mountain-side 267° 09'; flagstaff on square tower of Catholic church 318° 16'.
İzmir	38° 28' N. 27° 12' E.	In suburb called Bairakli, south of house of Elias Petroklilos just south-east of threshing floor. True bearings: church tower in İzmir 35° 06'; notch between twin peaks across gulf 56° 04'; iron cross on church in Bairakli 118° 41'.

## APPENDIX V

### ALTERNATIVE NAMES

## CHAPTER II

<i>Page</i>	<i>Line</i>	<i>Official Name and Term</i>	<i>Alternative Names</i>
25	5	Madháres mountains	Lévka Óri
	7	Kríos, Cape	Kriouí Métopon
	14	Sídheros, Cape	Kávo Sídheros, Samónion
	25	Kíssamos, Gulf of	Kíssamos
26	30	Élafos island	Elafonísi, Mouságoroi
27	6	Kríos roadstead	Pórto-Krió
	14	Selíno Kastélli	Kastélli-Selínon, Paliokhóra
	37	Flomés, Cape	Flomí
	50	Ayía Rouúmeli bay	Rouúmeli
	52	Foinikiá bay	Fóinikas, Gulf of
28	2	Vátalos, Cape	Vátalos
	7	Loutró bay	Pórto Loutró
	48	Gávdhos island	Klavdhós, Kalípsous
	50	Padhouráki, Cape	Poundouríki, Podharé
29	2	Prásso islet	Prassonísi
	2	Gaidhoúri islet	Gaidhouronísi
	8	Tripití, Cape	Kamaréla
	17	Gavdhopoúla islet	Ofiotúsa
	26	Pláka bay	Plakiá
	34	Káto islets	Katonísi
	44	Paximádhia islands	Litóai
	48	Messará bay	Mesará, Gulf of
	49	Líthinos, Cape	Lítinos, Lisín
	51	Ayía Galíni bay	Áyios Galínis
30	3	Dhiváki village	Timbáki
	12	Mátala bay	Matállá
	48	Kaloí-Limniónes bay	Kaloí Liménes
	54	Megálo islet	Megalonísi
31	24	Mávro islet	Mavronísi
	40	Kefála, Cape	León
	48	Trékala, Cape	Trikála
	48	Martélos, Cape	Martéllos
32	10	Tsouítsouros bay	Tzoutzouro
	29	Keratókambos bay	Kérato
33	16	Gaidhoúri island	Káldhero, Khrisí
	21	Mikró islet	Mikronísi
	35	Ierápetra, Cape	Yirápetra, Peristerá
	48	Góudhoura, Cape	Góudhouros, Kakí Aliki
34	10	Koufó island	Levki
	43	Votúxa, Cape	Grabotúsa
	49	Prásso islet	Prassonísi, Práso
36	26	Pondikó island	Pondikónisos, Mli
	40	Kíssamos, Gulf of	Kíssamos
	42	Spátha, Cape	Spánda
37	12	Kastéli town	Kíssamos, Kastélli Kíssamos
	19	Nisí, Cape	Kavonísi
	36	Kantziliéris roadstead	Menié
	43	Akrotíri peninsula	Kiamon (ancient)
	47	Sklópa, Mount	Vígla

CHAPTER II—*continued.*

<i>Page</i>	<i>Line</i>	<i>Official Name and Term</i>	<i>Alternative Names</i>
38	26	Áyioi Theódhoroi islets	Theódhoros, Áyios Theódhoros
39	42	Maléka, Cape	Melékha, Klámon
	48	Próto, Cape	Mávri
	53	Dhrépanos, Cape	Kefalás
40	4	Palaiósoudha islet	Maráthi, Palaiá Souðha
42	13	Lianós, Cape	Lianós Kávos
	14	Almirós bay	Armirós
43	22	Khondrós, Cape	Khondrós Kávos
	23	Dhía, Cape	Rogdhiás, Dhíon
	47	Bali bay	Astáli, Pánormos
44	6	Fódhele bay	Fódhelis
	33	Gláros islet	Glaronísi, Petalídha
47	39	Mállia, Gulf of	Mália
	50	Áyios Ioánnis, Cape	Aforesménos Kávos
48	11	Avgó island	Ovo
49	12	Váyia, Cape	Vángi
	29	Mikró islet	Mikronísi
	30	Mávros, Cape	Mávros Kávos
	38	Mikró reef	Mikronísi
	43	Nikolós islet	Nikolonísi
	48	Áyios Nikólaos, Cape	Nikolós
	53	Áyios Nikólaos reef	Nikolós
50	3	Khondrós, Cape	Khondrós Kávos
	34	Práso islet	Prasonísi, Práso
	35	Mókhlos islet	Kouníthia
	37	Pakhía Ámmos	Pakhís Ámmos
	49	Stavroménos, Mount	Aféndi Vounó
51	13	Vamvakiá, Cape	Sitía
	50	Yiannisádhēs islets	Dhionisiádhēs
	51	Dhragonára islet	Dhragonádha
52	22	Mávro islet	Mavronísi
	31	Ténda bay	Tánda
53	32	Ámbelos bay	Kávallos
	50	Pláka, Cape	Plakó
54	2	Karóumbes bay	Karóumba, Karóumbais
	48	Erimópolis bay	Erimóupolis

## CHAPTER III

56	4	Tainaron, Cape	Matapás
	15	Kakó, Mount	Kakovoúni
	23	Élos peninsula	Epídhavros—Limíra
	27	Krithina, Mount	Krithiá
	28	Maléa, Cape	Áyios Ángelos, Kávo Maliás
57	12	Káyio harbour	Pórtο Káyio
	48	Katergáki rock	Katergári
59	27	Kolokithiá bay	Kótronas, Kolokinthá
	49	Paganiá, Cape and rock	Panayíá
60	33	Mavrovouíni, Cape	Monte Nero
	52	Tría islets	Trínisa
61	10	Marathón islet	Marathonísi, Kranaē (ancient)
62	11	Élafos island	Elafonísi
	36	Foinikí	Foinikoí

CHAPTER III—*continued.*

<i>Page Line</i>	<i>Official Name and Term</i>	<i>Alternative Names</i>
64	32 Elaía, a seaport	Eléa
	40 Kokkiniá tower	Viándhina (ancient)
65	21 Spathí, Cape	Moudhári
66	4 Vátika bay	Kólpos Voiotikós, Voión
	46 Mákro islet	Makrónisos, Mávro
67	11 Fídho islet	Fidhonísi
68	24 Neápolis town	Vátika
70	9 Plátanos rock	Armenópetra
	12 Pallikári bay	Spanó Langádhi
	17 Faná Kopíá bay	Milopotamos
	28 Axíni islets	Axínés
71	15 Gouroúnia islets	Pakhiá Mouíri
	29 Gróssó, Cape	Grása Potúnda
72	19 Kapélló, Cape	Kapélo
	23 Mothonáfon, Cape	Modhóni, Áyios Nikólaos
	42 Áyios Nikólaos harbour	Avlémon
73	20 Andikíthira island	Cerigóttó
	28 Kamaríla cove	Kamarélla
	32 Apolitárais, Cape	Apolitáres, Apolitaría
	46 Koufós islets	Koufonísia, Kofinídhia
74	16 Porétti islet	Poréti
75	21 Pelopónnisos	Moréa
76	16 Epídhavros-Limíra, Gulf of	Monemvasía
	28 Palaíá Monemvasía anchor- age	Palaíó
	48 Yérakas bay	Pórto-Yérakas
77	13 Kiparíssi bay	Kiparísi
	22 Savvatáki, Cape	Savatáki, Sabatekí
	49 Karávi islet	Karávia
78	2 Belópoula islet	Parapóla
79	24 Spétsai strait	Bogázi
	39 Áyios Aimilianós, Cape	Milianós
	46 Milianós reef	Áyios Aimilianós
	53 Éros, Mount	Ére
80	27 Profitis Ilías, Mount	Áyios Ilías
81	7 Spétsai bay	Baltíza
	20 Brouíboulo islet	Petrokáravo, Bouírboulo
	28 Brouíboulo, Cape	Kamáres
82	14 Khéli harbour	Pórto-Khéli
	40 Vaverónða, Cape	Veveréntza
	41 Veveréntza bay	Vaverónða
	49 Dhíni, Cape	Thinní
83	24 Nikólaos, Cape	Áyios Nikólaos
	37 Khaídhári bay	Vivári
84	2 Khondrós, Cape	Khondrós Kávos
	13 Kóro islet	Koronísi
	35 Panayía, Cape	Panayítsa
	35 Ítch-Kalé	Akronávplia
86	32 Skíllaion, Cape	Kávo Skíli, Skílaion
87	7 Stavrós island	Stavronísi
	50 Pondikó islet	Pondikonísi
89	28 Érimo islet	Erimonísi
90	36 Ermióni town	Kastrí
	39 Kastrí bay	Pórto-Kastrí

## CHAPTER IV

<i>Page</i>	<i>Line</i>	<i>Official Name and Term</i>	<i>Alternative Names</i>
92	2	Saronic gulf	Gulf of Athínai
	4	Sóunion, Cape	Kolónes
	9	Áyios Yeóryios island	Belvína San Giorgi
	29	Kalávria, Cape	Kalávri
93	30	Lazaréto islet	Lazarétto
	53	Póros bay	Monastírion
94	19	Akhérdho, Cape	Bísti
96	40	Panayía, Cape	Krassopanayía
	47	Saláfto islet	Salaftónisi
97	14	Áyios Andónios, Cape	Andónis
	18	Penínda Vrákhia, Cape	Boufi
	28	Krasospiliá, Cape	Krousospiliá
	35	Nisídha islet	Zoódhókos Pýfi
99	53	Áyios Vlássis bay	Lássis
100	30	Néa Epídhavros bay and village	Piádha, Payiádha
	52	Pétros island	Petronísi
101	5	Lagóusai islets	Eleoúsai, Laóuses
	21	Dhiapória islets	Dhiapóroi nísoi
	24	Trágos islet	Tragonísi
	39	Frangolímano bay	Pórtο Frángo
	45	Kenkhreaí bay, cape and village	Kekhriés
	51	Kalamáki bay	Isthmía
	53	Evraíos islet	Ovriós
102	13	Xeró, Mount	Xerovoúni
	40	Kéos strait	Kéa, Tzía
	40	Kafirévs strait	Kávo Dóros
	52	Pátroklos island	Gáldhoúri, Gáldharos
103	21	Anávissos bay	Áyios Nikólaos
	41	Arsídha island	Elaioúsa
	53	Vári bay	Várkiza
104	8	Vouliagméni bay	Zostír
	35	Kavotúri islet	Kavouronísi
	43	Prásso islet	Idhrousa, Práso
105	23	Mounikhía islet	Stalís, Koumoundoúros
	49	Mounikhía harbour	Tourkolímano
106	37	Zea harbour	Pasalimáni
	52	Léon harbour	Prolimín
	52	Mégas harbour	Kendrikón
	52	Alón harbour	Kofós
107	23	Psittália island	Lipsokoutála
	25	Kéramos, Cape	Kéos
	34	Themistoklís, Cape	Krákari
109	50	Kókhí, Cape	Peristéria
110	5	Mávro, Mount	Pirgári
111	43	Iraklís harbour	Áyios Yeóryios
113	34	Salamís bay and village	Koúlouri
	49	Makró island	Makronísos
114	43	Skironídhés Pétres	Kakiá Skála
	48	Sousáki, Cape	Spárta

## CHAPTER V

<i>Page Line</i>	<i>Official Name and Term</i>	<i>Alternative Names</i>
117	7 Kéos island	Tzia, Kéa
	7 Kíthnos island	Thérmiá
	7 Síros island	Síra
	7 Yioutíra island	Yiáros
	8 Íos island	Níos
	8 Folégandros island	Polífkandros
	9 Thíra island	Santoríni
	32 Mílos bay	Adhámas
118	19 Políraigos island	Pólivos
	20 Stíli, Cape	Stélli
	39 Andímilos island	Erimómilos
	43 Akrádhia islets	Akráthi
119	14 Pláka town	Kástro
120	30 Sémina cove	Áyios Minás
121	2 Áyios Evstáthios islet	Pirýi
	4 Pílo islet	Pilonísi
	18 Pírgos islet	Pirgonísi
	37 Manólis islet	Manolonísi
	45 Révmato islets	Revmatonísia
122	6 Kondós, Cape	Póunda tou Fóti
	29 Kondós roadstead	Fikiádha
	33 Kokkála, Cape	Kávo Kókkalos
	35 Flíppos, Cape	Koftó
124	15 Áspros, Cape	Stíli, Áspros Kávos
	23 Mikró islet	Mikronísi
125	5 Voús islet	Vóldhi
	19 Psarometókhion bay	Fóurnoi, Skála Sikaminiás
	48 Apókrousis bay	Apókrisis
126	4 Áyios Ioánnis, Cape	Trívlaka
	15 Loutrá bay	Ayía Iríni
	36 Kíthnos strait	Thérmiá
	39 Mákro island	Eléni
	47 Palaiómilos, Mount	Ayía Anna
127	11 Spanó islet	Spanopotíla
	11 Spathí, Cape	Sídheros
	14 Oryiá bay	Otziá
	19 Kaviá bay	Koúndhouros
	28 Písa bay	Póises
129	12 Kálamos, Cape	Áyios Yeóryios
	17 Ftená islets	Fliní
	38 Thíra island	Santoríni
130	8 Oía village	Epanomeriá, Apáno-Meriá
	12 Firá	Thíra
	36 Tíno, Cape	Tinó
133	19 Folégandros	Polífkandros
	33 Dhoméneos, Cape	Dhoménikos
135	3 Málta, Cape	Kávos tis Máltas
	6 Avoládho islet	Avoladhonísi
	17 Dhiakoftó islets	Dhiakoftonísi
136	2 Varváro islet	Varvaronísi
	13 Trís Klisiés roadstead	Avláki Louká
	16 Papás, Cape	Loukás
	22 Ámidros islet	Amorgopotíla
	37 Amorgós town	Kástron, Khóra

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<i>Page Line</i>	<i>Official Name and Term</i>	<i>Alternative Names</i>
136 38	Katápola bay	Vathí
39	Kalotári, Cape	Pálos
49	Andíkaros	Andíkeros
137 4	Akrotíri roadstead	Káto Kámbos
45	Ayía Anna bay	Aiyiáli, Yiáli
46	Akrotíri—a cape	Langádhia
54	Vilakárdha, Cape	Limenári
138 3	Prásino, Cape	Kríkelos, Xódhoto
34	Andíparos strait	Kástro
35	Andíparos village	Kástro
139 17	Pándieros islet	Pandieronísi
19	Glarópounda	Glarováda
44	Rémmato islet	Boudhariá, Remmatonísi, Káto
45	Sálango islet	Mesakó
46	Magrinés islet	Óro
141 4	Mérmingas rock	Mermíngia rocks
12	Korombíli, Mount	Stroúmboulas
142 12	Náoussa bay	Náousa
23	Gaidhoúri island	Gaidhouronísi
45	Mávro islet	Mavronísi
143 38	Trío bay	Dhriós
41	Trío island	Trionísi
49	Makró islet	Makrónisos
50	Prásso islet	Prassonísi
144 29	Kouroupa, Cape	Kouroúpa
145 23	Áyios Prokópios bay	Prokópis
48	Vákkhos islet	Pfli
146 13	Áyios Mámas, Cape	Mámas
32	Náxia harbour and town	Náxos
147 18	Ekhoínoussa island	Skhoínoussa, Skhinoússa
18	Káto Koufó island	Káto Koufónisos
19	Áno Koufó island	Áno Koufónisos, Apáno Koufó
21	Káros island	Kéros
21	Andíkaros	Andíkeros
26	Avélas islets	Avelonísia
42	Moutsoúna, Cape	Moutzoma
148 14	Mákares isles	Makariá, Makárioi
22	Dhenoussa islet	Dhonoúsa, Stenóza
26	Skilo islet	Trígonon
30	Kalóta, Cape	Kaloteroussa
38	Melántioi rocks	Bouey
45	Síros island	Síra
48	Trímeson, Cape	Strimessós, Petrítis
50	Viglostási, Cape	Velostási, Vinglostási
149 4	Síros harbour and town	Ermoúpolis
15	Foinikas bay	Dellagrázia
19	Skíno islet	Skinonísi, Skhíno
24	Psátho islet	Psathonísi
27	Katakéfalos, Cape	Kapetanáki
29	Dhelfíno bay	Dhelfíni
31	Trákhilos, Cape	Trákhilas
34	Varvaroussa islet	Bartaroussa

CHAPTER V—*continued.*

<i>Page Line</i>	<i>Official Name and Term</i>	<i>Alternative Names</i>
149 46	Khondrá tis Váris	Khondrí Kefalí, Khondrá
48	Fokótripes, Cape	Fókia
51	Trípa reef	Salákha
150 3	Ármena, Cape	Ármeno
4	Gaidharos island	Gaidhoúri
8	Áspro islet	Aspronísi
152 26	Náta islet	Lanádho
36	Yiotra island	Yiáros
39	Gláros islet	Glaronísi
48	Alogómandra, Cape	Aleómandra
50	Rinfa island	Megáli Dhílos
52	Dhrágon island	Tragonísi, Trágos
52	Khtapodhiá islet	Stapodhiá
154 21	Megáli Remmatíá islet	Megálos Remmatíaris
21	Mikrí Remmatíá islet	Mikrós Remmatíaris
46	Kakó, Cape	Patiniótis
48	Kínthos, Mount	Kástro
155 22	Práso islets	Prassonísia
33	Kavotúri islet	Kavouronísi
156 24	Lázaro islet	Lazaronísi
44	Goní, Cape	Kóni
158 15	Áyios Nikólaos bay	Akrotfri
26	Áyios Ioánnis, Cape	Ái-Yiánnis
40	Planítis islet	Planouúdhi
53	Áxena, Cape	Axínos
159 37	Kástron town	Ándros
40	Thiákion, Cape	Dhiakófti
50	Kakogrémi, Cape	Gorémi
160 2	Áyios Pétros bay	Pétros
54	Platí islet	Pláti
161 37	Áyios Kosmás, Cape	Éxo Poúnda
54	Yiália, Cape	Poúnda, Poúda
162 39	Stákala islet	Tragopídhima
51	Kafirévs strait	Kávo Dóros
164 5	Nikólaos, Cape	Ái-Sóstis
13	Mandhíli, Cape	Mandéllo
24	Kafirévs, Cape	Kávo Dóros, Dóros, Kávo Dóro
165 8	Dhírfis, Mount	Dhélfi
21	Kími town	Koúmi
46	Makrónisos strait	Mandrí
49	Mákro island	Eléni
52	Angálistros, Cape	Ankálistros
166 2	Foniás, Cape	Passá, Fontrié
25	Poundazéza	Pigádhi
36	Lávrión, Port and town	Ergastfria
45	Thorikón bay	Mandrí
167 2	Áyios Nikólaos bay	Vrisáki, Frangolímano
7	Avláki roadstead	Ennía
168 10	Dhaskalió bay	Potamós
11	Áspro, Cape	Áspri Poúnda
15	Vourkári roadstead	Avláki
22	Ráftis bay	Pórtο-Ráfti
31	Práso islet	Karávi



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<i>Page</i>	<i>Line</i>	<i>Official Name and Term</i>	<i>Alternative Names</i>
168	44	Kókkinos islets	Kokkinonísia
170	7	Marmári, Cape	Tsépi Stríngoli
	29	Pondikó islet	Pondikónisi
	32	Trágos islet	Tragonísi
	45	Mákro islet	Makronísi
	46	Avgó islet	Strongiló
171	46	Grésmi, Mount	Víglia
	47	Eláfi islet	Elafonísi, Kavkári
	50	Akió islet	Petrokáravo, Platourádha
	54	Marathón, Cape	Stómi, Kinósoura
172	9	Pendéli, Mount	Pendelikón
	29	Stíra island	Stoúra, Megálo
	30	Stoúra islands	Stouronísia
173	25	Évvoia, Gulf of	Atalándi strait
	34	Maliaic gulf	Lamía, Gulf of, Zetouíni, Gulf of
174	25	Erétria	Alétria, Néa Psará
	30	Pezós islet	Pezónisos
	51	Khalkoútsi roadstead	Angístri
175	2	Levkhandhíli roadstead	Levkandí
176	50	Passándasi rock	Passá-Andassí, Kolóna
	54	Passá islet	Passándasi
178	18	Vourkári roadstead	Vourkos
	48	Kakí Kefalí, Cape	Kakokefalí
182	34	Vatóndas bay and village	Néa Artáki
183	4	Likhádhés islands	Lithádhés
	5	Lithádhá, Cape	Kinaíon
	16	Gáfdharos islet	Grammoúsa
	27	Ptóon, Mount	Skroponéri
	27	Stroúngaina, Mount	Stroutzína
	29	Gátza, Cape	Kántza
	31	Gátza, islet	Vromoúsa
	39	Lármes bay	Lárimna
	48	Lárimna village	Kastrí
	54	Áyios Nikólaos monastery	Galatás
184	41	Atalándi bay	Opoúndios
	42	Arkítsa, Cape	Kínion
185	6	Atalándi island	Talandonísi
	30	Xeró, Mount	Xerovoúni
186	16	Kálamos, Cape	Lóngos
	18	Áyios Konstandínos bay	Vorlovós
	19	Knimís tís Stereás, Cape	Vrómo, Vromolímní
187	24	Khiliomíli, Cape	Ánderos
	25	Karavofánaro, Cape	Akhinós
188	2	Sperkhiós river	Alamánas
189	28	Vathí bay	Vathíkelos
190	11	Oreof reef	Panayía Nisiótissa
	5	Monastíri islet	Panayítsa Nisiótissa
	20	Aryiró island	Aryirónisos

## CHAPTER VI

191	15	Oktoniá, Cape	Okhtoniá
192	8	Kárvouno islet	Karvoúro

CHAPTER VI—*continued.*

<i>Page</i>	<i>Line</i>	<i>Official Name and Term</i>	<i>Alternative Names</i>
192	27	Kími town	Koúmi
	34	Gláros islet	Glaronísi
	36	Prasoùdha islet	Kaló Nisáki
	50	Platiá islet	Mikró
	50	Koíli islet	Khilí
	53	Tría islets	Trianfsia
193	30	Peléki anchorage	Peláki
	50	Artemísion, Cape	Kourbátsi
	53	Levkó islets	Levkonfsia
194	6	Mirmíngia rocks	Mirmingonfsia
	13	Pondikó island	Pondikónisos
	16	Práso islet	Prasonfsi
	44	Trís Bouíkes bay	Trístomon.
	47	Sarakinó island	Sarakíniko
	47	Platí island	Platiá
195	14	Apoklístria, Cape	Nikolós
	18	Valáxa, Cape	Latomíon
	34	Áragma bay	Áraxo, Kalamítsa
196	17	Pévko bay	Stenangáli
	28	Lákkos islet	Bouíves
197	8	Kártsino, Cape	Kartsinotúdhi
	15	Pódhia islets	Podhíes
	15	Nótio Pódhi	Stavéndo Pódhi
	20	Vório Pódhi	Sofráno Pódhi
198	53	Andriámi bay	Khondrí Ámmos
199	8	Ptelión bay	Ftelió
	10	Alkíni, Cape	Pigádhi
	29	Klimós, Cape	Khlmó
	37	Khlmón, Mount	Klimós
	53	Áyios Nikólaos island	Kfkinthon
200	8	Mitzélla bay	Amaliouópolis
	14	Amaliouópolis village	Néa Mitzélla
201	18	Trákhilas, Cape	Trakhfli
202	8	Vathotúdhi bay	Valtotúdhi
	10	Kápri, Cape	Kapriá
	40	Gorítsa, Cape	Gourítsa
	43	Sésklo, Cape	Séskoulo
204	45	Iliodhrómia island	Khelidhrómi, Alón
	45	Peristéra island	Áspro, Xeró, Peristéria
	45	Pélagos island	Kirá Panayía
205	9	Potúdha	Poúnda, Poúda
	11	Levtéris rock	Levtéris
	12	Nikólaos reef	Áyios Nikólaos
	19	Ayía Eléni reef	Eléni
	25	Sipiá, Cape	Sépia, Áyios Yeóryios
	29	Gournes, Cape	Gourniáls
206	15	Marínes rocks	Maríno
	38	Tsoungríá island	Zogriá, Pakhía
	49	Zogriáki island	Mikró Tsoungríá
207	9	Práso islet	Prassotí
	45	Loutráki bay	Klíma, Glóssa
208	2	Arkáki island	Árko, Arkiáki
	20	Áspro island	Aspronfsi
209	10	Dháskalo	Dhaskalonfsi

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<i>Page</i>	<i>Line</i>	<i>Official Name and Term</i>	<i>Alternative Names</i>
210	6	Agnóndas bay	Agonía, Agnoús
	13	Stáfilos bay	Staffli
	46	Nótos, Cape	Mávri Potúnda
211	40	Adhélfia islands	Adhélfoi
	52	Gaídhourí islets	Gaídhouronísia
212	25	Likórema islet	Likourína, Lekhouísa
	30	Yérakas, Cape	Yeráki
	38	Megáli Ámmos bay	Káto Yioúra
213	2	Pelagonísi strait	Kirá Panayía
	15	Firákos roadstead	Yérakas
	45	Planítis harbour	Planoùdhi
214	23	Míya islet	Psátho, Psathouropoúla

## CHAPTER VII

215	6	Kanastrafon, Cape	Palióúri
	9	Kíssavos, Mount	Óssa
216	12	Dhértata, Cape	Kíssavos
	24	Stómion village	Tsáyezi
	37	Piniós river	Salamvriá
	42	Platamón, Cape	Paliopótamos
	54	Posídhion, Cape	Kassándra
217	8	Skála Vromerís	Skála Katerínis
	10	Kateríni town	Aikateríni
	32	Kassándra peninsula	Pallíni
	35	Toróni, Gulf of	Kassándra
218	9	Potídhaia canal	Pórtēs
219	12	Axiós river	Vardáris
	30	Megálo Karaburnú, Cape	Émvolon
224	35	Strimóm, Gulf of	Orfanou gulf
	38	Sithonía peninsula	Lóngos
	38	Aktí peninsula	Áyion Óros, Áthos
	40	Singitic gulf	Áyion Óros, Gulf of
	48	Ámbelos, Cape	Dhrépanon
225	12	Ákrathos, Cape	Lávra
	21	Nikólaos, Cape	Áyios Nikólaos
	22	Kannavítsa bay	Palióúri
	34	Potídhaia village	Potídhea
	39	Koufó bay	Pórtō Koufó
	39	Peristéri islet	Prásson
	47	Kélifos islet	Khelóna
227	37	Psevdhó, Cape	Psevdhókavos
228	26	Armenistís, Cape	Dhrákos, Tráko
	30	Dhiáporos island	Vourvourotí, Dhimítri
	41	Pétros islet	Petronísi
	44	Kálamos islets	Kalamonísia
229	17	Práso islet	Prasonísi
230	44	Áyios Pandelefmon monas- tery	Routsiko
	46	Pínnēs Pórtēs, Cape	Áyios Yeóryios
231	9	Kastaniá, Cape	Karvasará
	21	Próvlax bay	Trigóna
	29	Am moulianí island	Moulára, Trigóna
232	44	Arápis, Cape	Komós, Platí

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<i>Page</i>	<i>Line</i>	<i>Official Name and Term</i>	<i>Alternative Names</i>
232	48	Stiliária islets	Plati
	51	Elévthera islet	Eleutherónisos
233	2	Néa Ródha village	Próvlax
	6	Kiparísi, Cape	Ámmos
	13	Klisóuri, Cape	Méson
234	14	Strimón, Gulf of	Orfanotú gulf
	16	Dhévtero, Cape	Apolonía
	25	Kavkanás islet	Kápro
235	8	Iraklítsa village	Tsáyezi, Orfanotú
	9	Tsáyezi bay	Strimón
	40	Rendína river	Rikhíos
236	2	Strimón river	Stroúma, Kará Sú
	25	Vrasídhas, Cape	Vrasídhes
	26	Ammódhis, Cape	Koán, Kúm Burnú
	30	Elevtheraí bay	Dhévtero
237	17	Xeró islet	Xeronísi
239	4	Néa Karváli village	Chabranás
	13	Ipsári, Mount	Psarió
240	8	Panayía island	Astrís
	15	Boubouras, Cape	Ayios Yeóryios
	41	Evraiókastro, Cape	Palaiókastro, Neókastron
	45	Néstos river	Kará-Sú
241	6	Keramotí bay	Kalamotí
	19	Limín	Liménas
243	14	Balóústra, Cape	Ávdhira
	18	Lágo bay	Portolágo
	31	Vistonís lake	Burú, Buyurú
244	5	Mermíngia rocks	Apóstoloi
	19	Alexandroúpolis	Dedeagách

## CHAPTER IX

308	37	Mákro island	Makrí
	43	Megálos Anthropolágos islet	Anthró
	44	Mikrós Anthropolágos islet	Kedhró
309	5	Fímaina island	Thémína
	11	Álazo islet	Alazonísi, Alátsa
	17	Fimainó islet	Themínó
	27	Mármaro bay	Marmarokopió
	43	Maláki, Cape	Safta
310	6	Dhrápanon, Cape	Fanári, Dhrépanon
	12	Pappás, Cape	Pápas
	13	Armenistís, Cape	Strefóni, Strefónion
	29	Áyios Fokás, Cape	Gonáti
	44	Kalomeriá, Cape	Petrádhia
	51	Áyios Kírikos bay	Krifoyiála
322	33	Kerketévs, Mount	Kérkis
	43	Kolóna, Cape	Ámbelos
	46	Aspró, Cape	Asprókavos
	48	Karávotra islet	Katavóthra, Petrokáravo
	52	Foniás, Cape	Aríon
323	5	Katsoúni, Cape	Psilí
	26	Molá Ibraífm bay	Molabrafm
	27	Griás Pódhia, Cape	Grepódhi
324	10	Práson, Cape	Prásso

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<i>Page</i>	<i>Line</i>	<i>Official Name and Term</i>	<i>Alternative Names</i>
324	28	Samiopoula islet	Samiópoulo, Samópoulo
	42	Áyios Doménikos, Cape	Dhoménikos
325	7	Katávasis, Cape	Kalabakhtasfou
	32	Pangózi, Cape	Kávo Skhofnos
	36	Kondáki, Cape	Peristerofoliés
	47	Mákro islet	Máratho
	48	Práso islet	Dhaskalió
326	29	Katsoúni, Cape	Tongue
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